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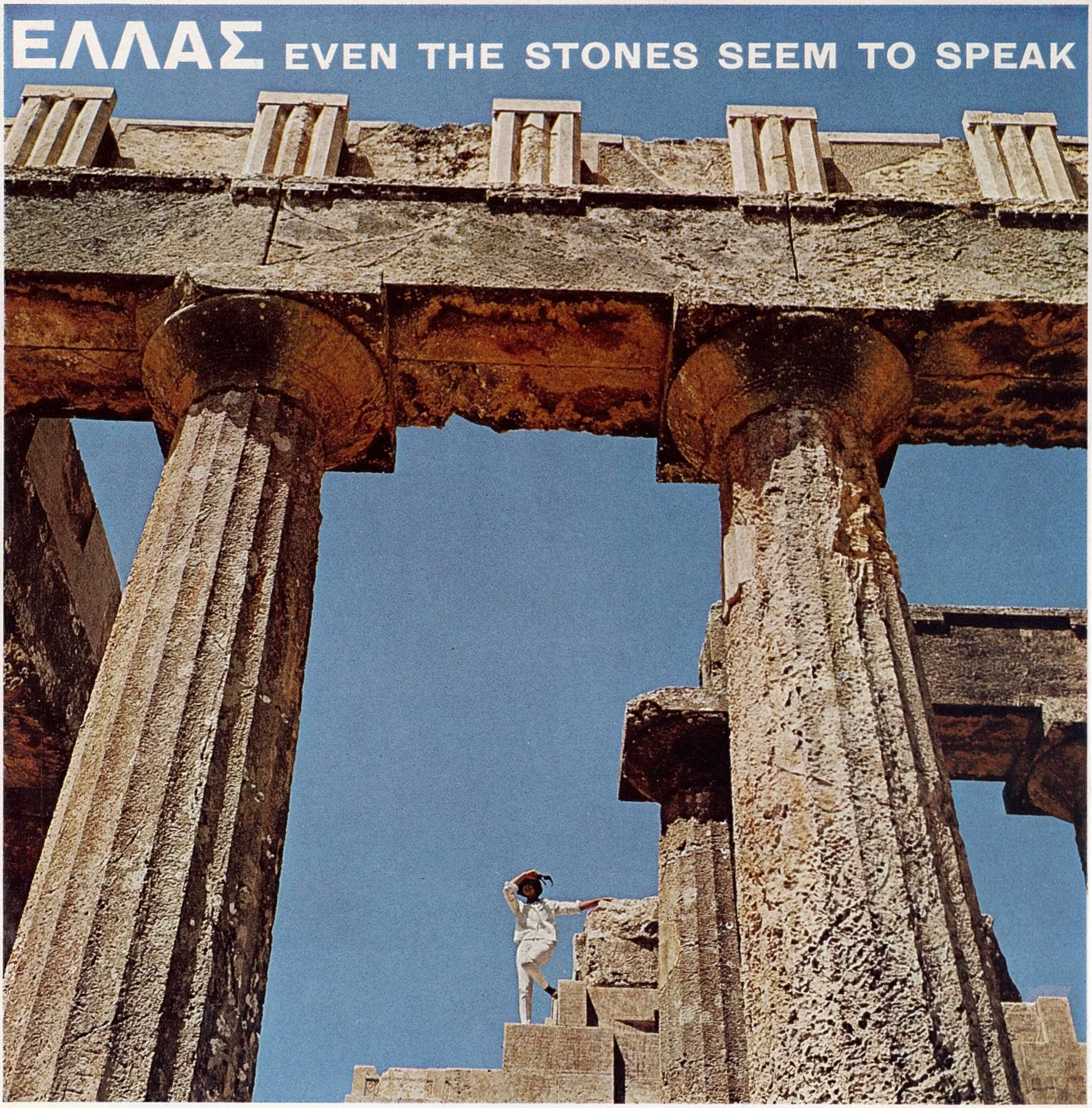

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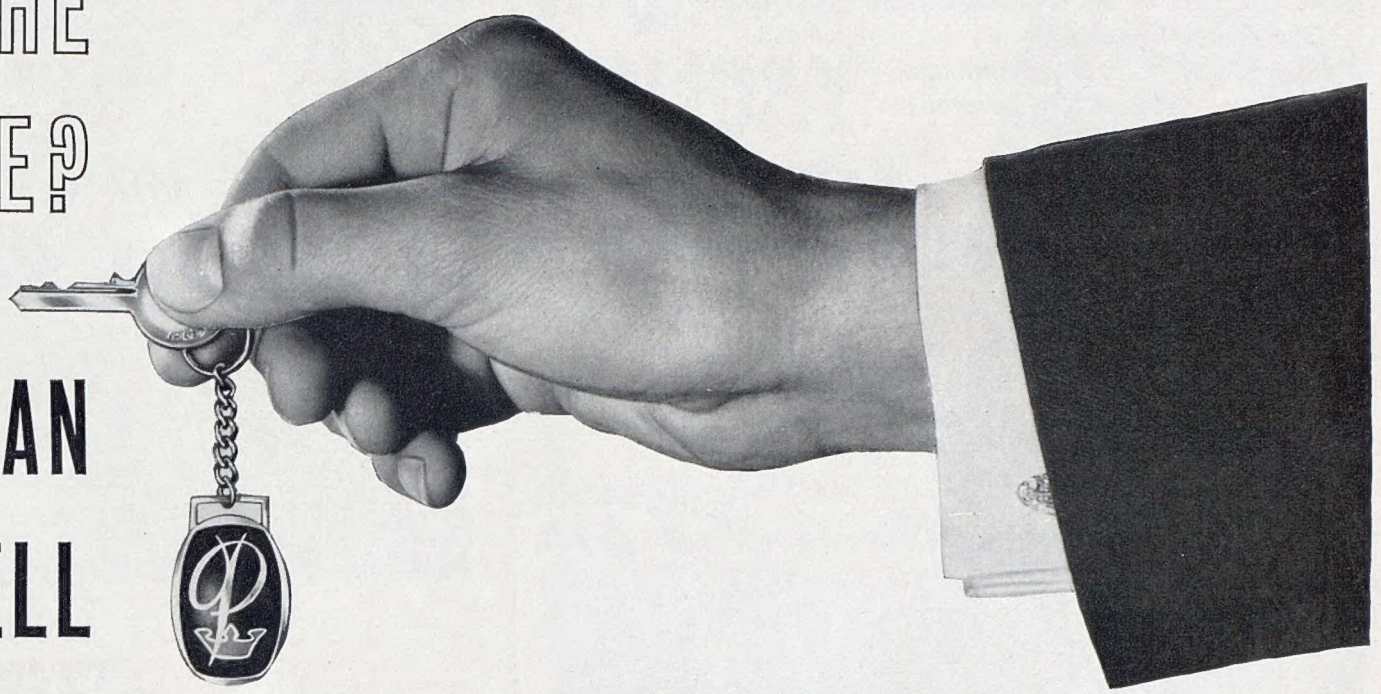

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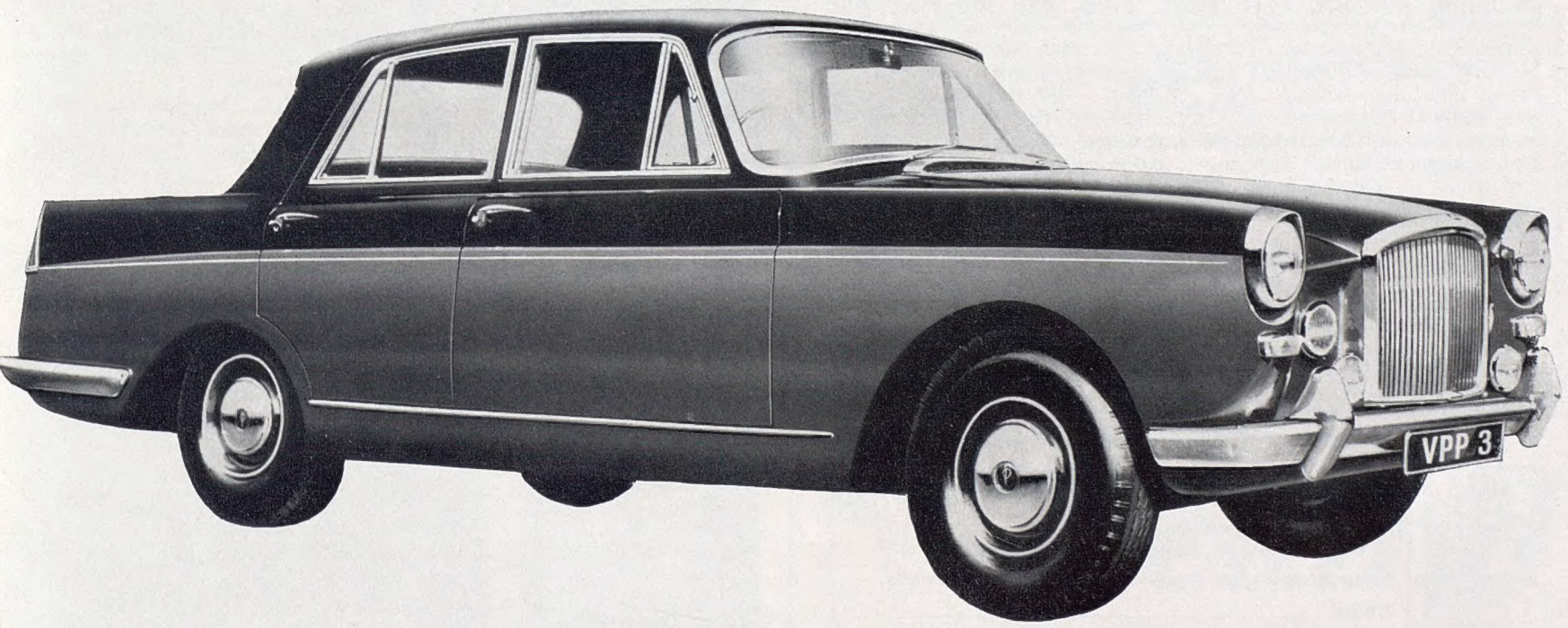

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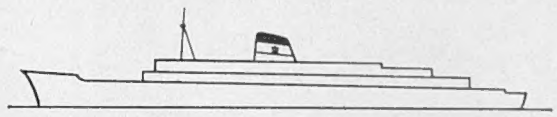

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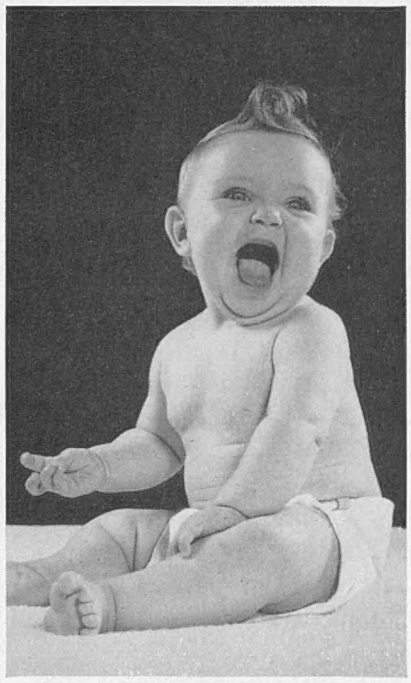

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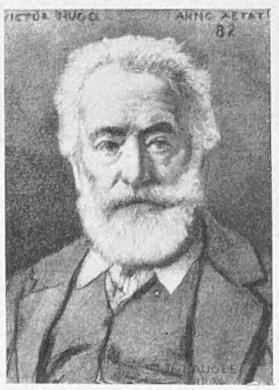

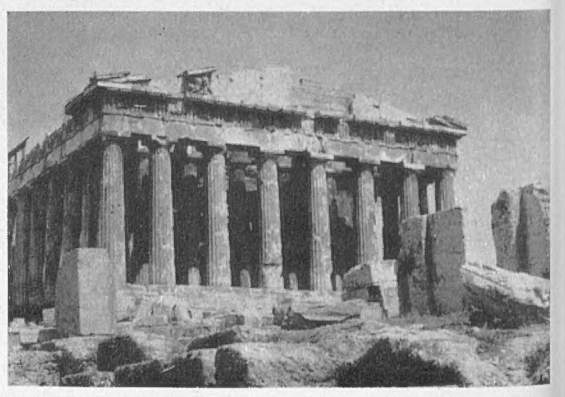

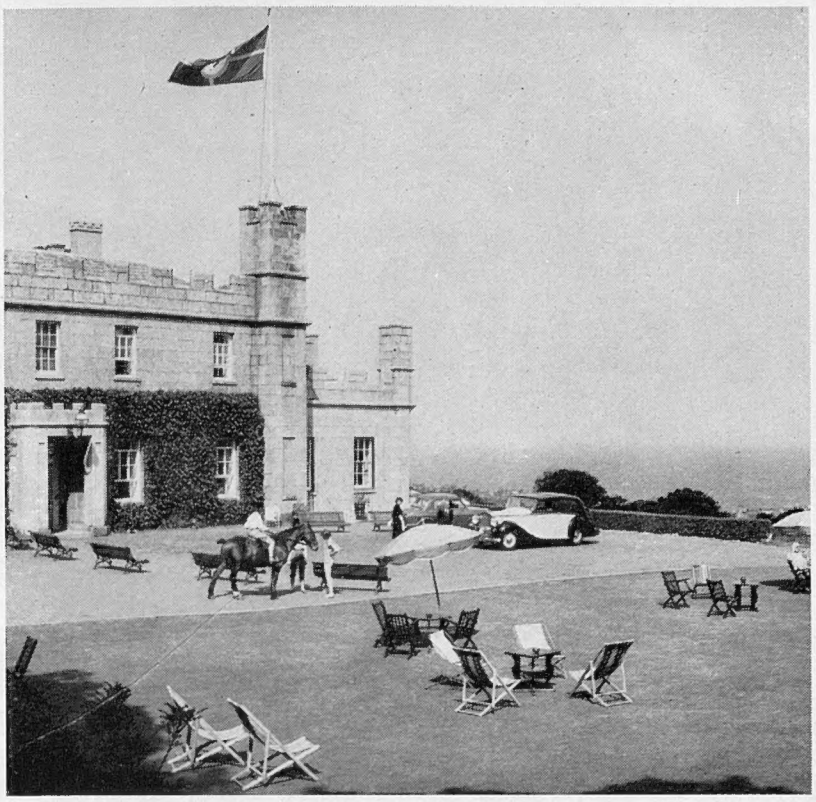

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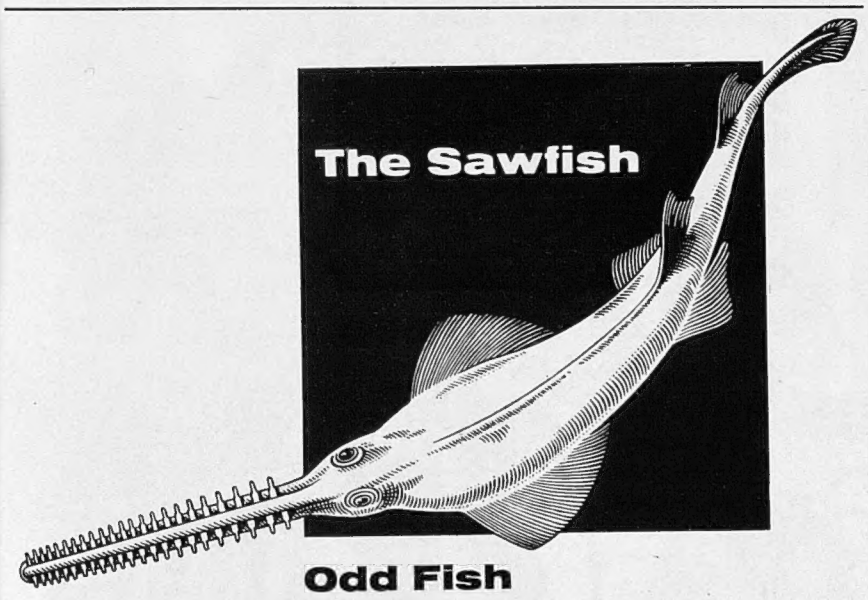

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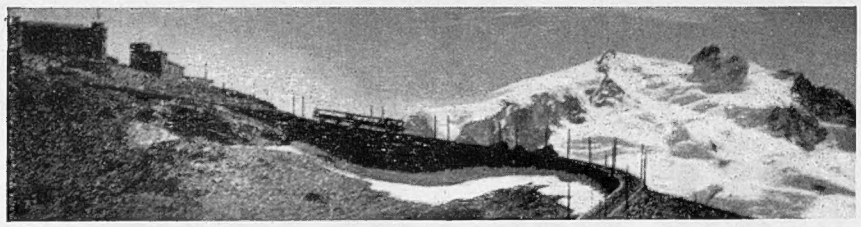

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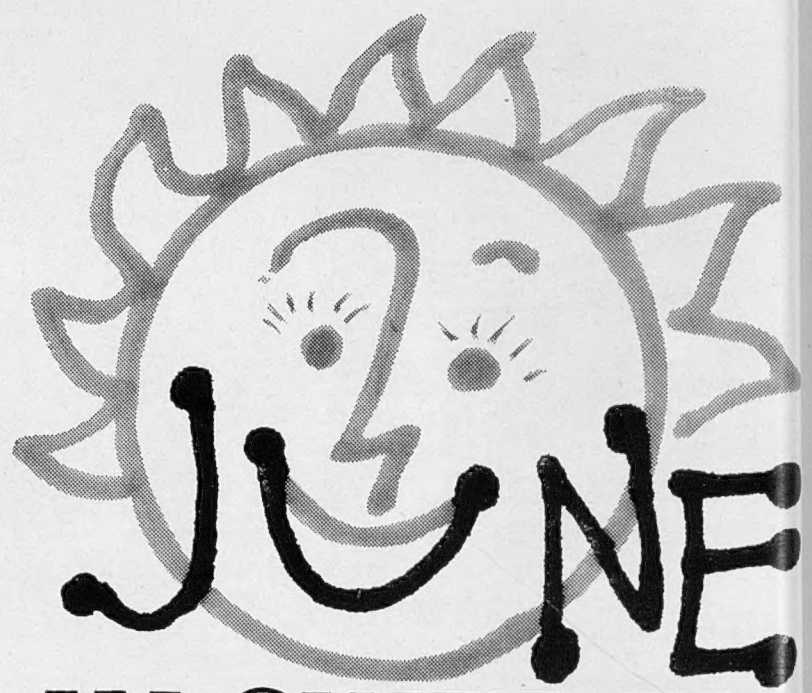

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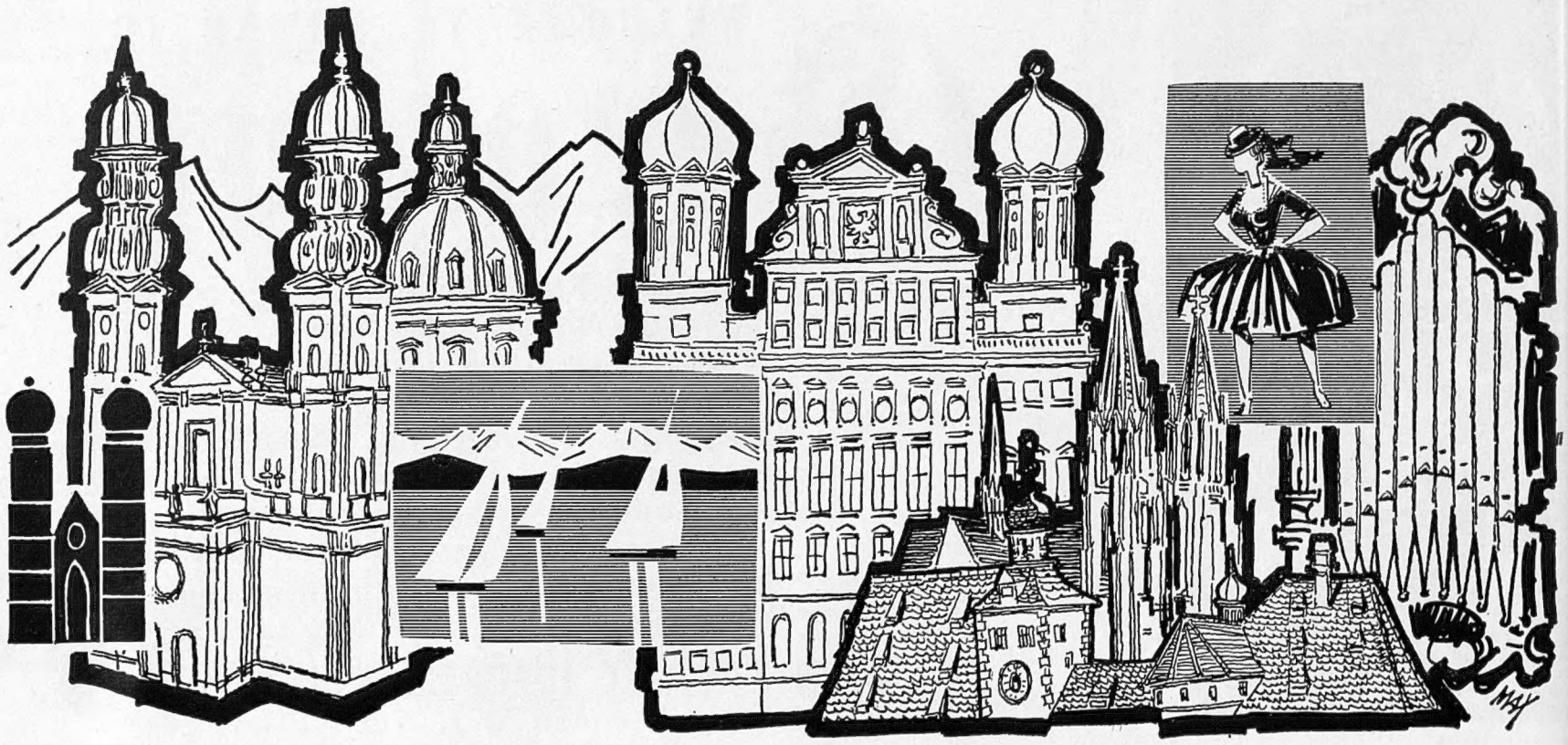

Volume CCLII No. 3266 LONDON, January 5, 1963

THE SPHERE

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With which are incorporated *The Graphic* and *Black & White*

A SIBERIAN WEEKEND

A long line of cars are stranded at Pease Pottage Hill, on the London to Brighton road, in deep snow. The blizzard which swept across England from the west last weekend brought deep drifts of snow and arctic conditions. It also brought the most severe road and rail chaos since 1947. At one time more than 200 main roads were blocked, many Southern Region railway lines were out of action altogether, and the sea froze along the Essex coast. There were snow drifts over 15 ft. deep on Dartmoor and 20 ft. deep in Dorset. As the A.A. described it, it was a "Siberian Sunday throughout the whole of Britain." At the same time as the heavy snow there was a severe easterly gale in Southern England, with gusts reaching 88 m.p.h. at the Lizard, the most severe blizzard in the southern counties from as far back as the white Christmas of 1927. Although stranded motorists and other travellers may not have enjoyed themselves, many people did, with tobogganing, ski-ing and skating in full swing. Others who stayed by the fireside indulged in the now traditional post-Christmas activity of planning their summer holidays. And in Melbourne, the English Test cricketers encountered very hot and humid weather for the second Test Match against Australia

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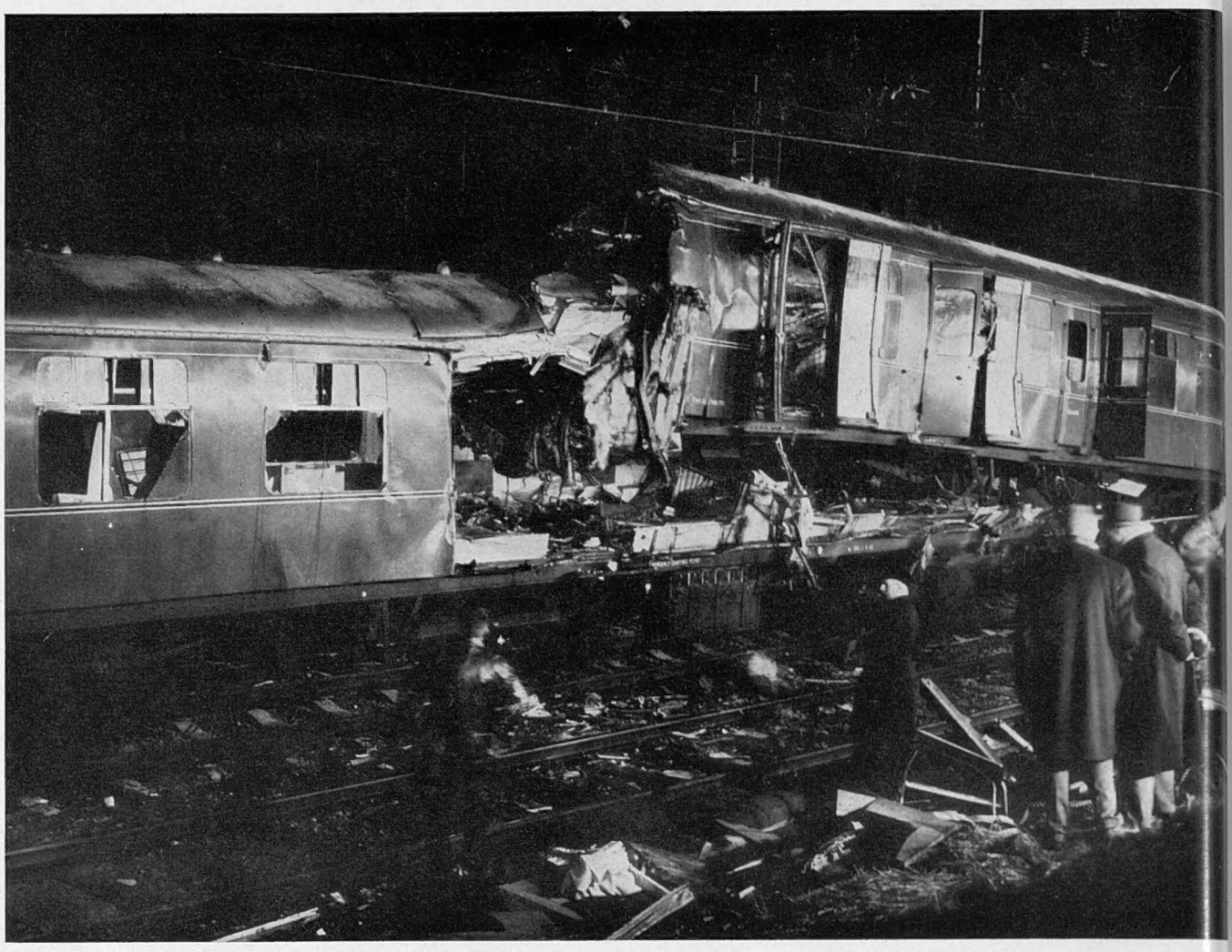


A TRAGIC TRAIN CRASH NEAR CREWE ON BOXING DAY

Officials inspect the twisted wreckage of one of the most tragic train crashes in Britain in recent years. It occurred on Boxing Day when the Glasgow-Euston Midday Scot ran into the back of a stationary Liverpool-Birmingham train at Minshull Vernon, Winsford, five miles north of Crewe. It was snowing at the time. Both trains were carrying passengers returning home from their Christmas holidays. The Midday Scot telescoped the rear coach of the stationary train. At the end of last week it was known that 18 people had been killed, including 12 people from four families, and 30 injured, some seriously. Both a private and a Ministry of Transport inquiry were to be held on the tragedy

TRAINING SOUTH VIETNAMESE VILLAGERS

Below right : In the central highlands of South Vietnam, a local tribesman, shouldering an automatic weapon, wears only an Army shirt and a loin cloth as he receives military training. In recent months American teams of military instructors have been carrying out an intensive campaign to train South Vietnamese villagers in the use of modern weapons so that they can defend their fortified villages against Communist guerillas operating in much of South Vietnam. One of the problems of the forces combating the Communists in the country is to consolidate any advances—after clearing a village of guerillas, these often manage to infiltrate back

CLEARING UP AFTER THE ABORTIVE BRUNEI REVOLT

Far right : Mr. Tom Harrisson (wearing a check shirt), the curator of Sarawak Museum, points out the position of the hideout of remaining rebels after the Brunei revolt. He was acting as liaison officer between native volunteers and the police during mopping-up operations in Northern Sarawak. By the New Year large groups of rebels were reported to have surrendered in the dense jungle on the Brunei-Sarawak border, as British troops carried out wide-scale searches

ENCOURAGING MORE VISITORS TO JORDAN

Below right : At the Royal Jordanian Embassy in London, King Hussein listens to a speech of thanks from Mr. A. Turner, of Thomas Cook (second from left). Others are Mr. Hanania, the Jordanian Ambassador in London; Brigadier Mohammed Ishaq, the Jordanian Military Attaché; and Mr. T. Morrissey, BOAC general sales manager. At the reception, held during King Hussein's visit to Britain at the end of last year, the King outlined various plans to attract more British tourists to Jordan. It was attended by over 50 British travel agents

A HYDROFOIL SHIP FOR THE BAHAMAS

Far right : The *Westfoil*, a 90-ft.-long hydrofoil vessel, is the latest addition to the fleet of ships carrying holidaymakers from the Florida coast to the Bahamas. When under way, she rides on four planes attached to her hull and reaches speeds of up to 35 knots. Powered by two large diesel engines of 1,330 h.p. each, she carries 100 passengers. The *Westfoil* was constructed by a Norwegian firm

THE NEWS IN PICTURES

DEPUTIES HELP TO FOIL A COUP D'ETAT IN SENEGAL'S TWO-DAY POLITICAL CRISIS

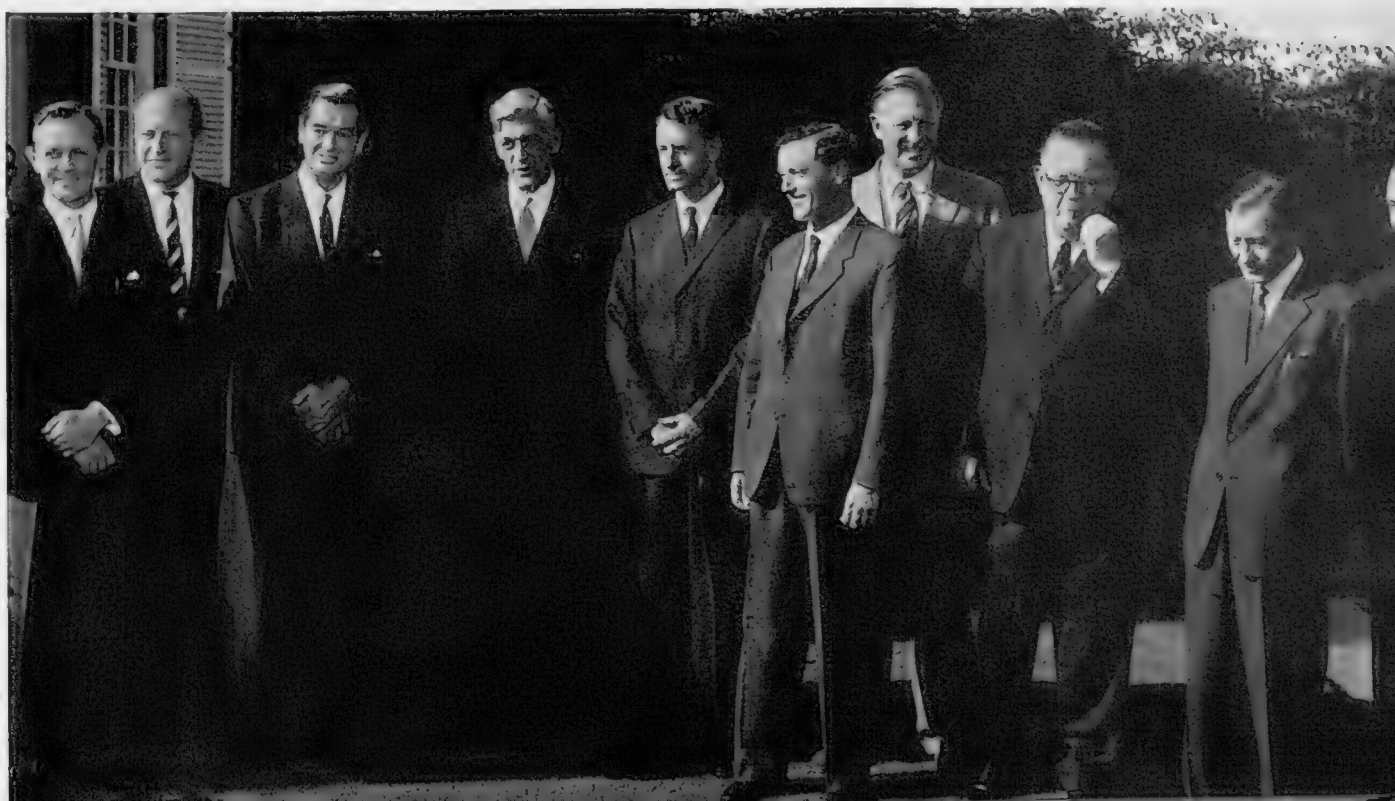
M. Lamine Gueye (the tall figure, centre, in light suit and glasses), the President of the Senegalese National Assembly, walks with a crowd of deputies and troops away from the Presidential palace in Dakar, after conferring with the Senegalese President Leopold Senghor. Immediately prior to this, the Prime Minister, M. Mamadou Dia, had attempted to foil a vote of censure against himself in the Assembly by ejecting the deputies with the aid of the police. But after consulting President Senghor, M. Gueye convened the deputies at his own residence and the censure motion was passed there. The Prime Minister's attempt at a coup failed after the bulk of the army proved to be loyal to President Senghor. M. Dia went into hiding and was later arrested, and the deputies voted the President full executive power. M. Dia and M. Senghor, the twin pillars of Senegal since 1960, are known to have been differing recently on economic policy

GHANA TRADE UNION LEADER IN KENYA

Mr. John Tettegah (right), the president of the All-African Trade Union Federation of Ghana, speaks with Mr. Jomo Kenyatta, leader of the Kenya African National Union, in Nairobi. During Mr. Tettegah's visit to Kenya, Mr. Kenyatta said that he planned to visit Ghana in the near future. Meanwhile he went last week to Leopoldville, Congo, as leader of the team from Kenya to the special conference of PAFMECSA (the Pan-African Freedom Movement for East, Central and Southern Africa)

HUNTER JETS FOR CENTRAL AFRICAN FEDERATION

Far right: Sir Roy Welensky, the Prime Minister of the Central African Federation, talks with the pilot of one of two Hunter jet fighters of the Rhodesian Federal Air Force. The Hunters, which arrived in Salisbury recently, were the first of a recent order for 12. Sir Roy made the headlines just before Christmas with his denunciation of Britain's acceptance in principle of the right of Nyasaland to secede from the Federation, which he described as an "act of treachery"



NEW CABINET IN SOUTHERN RHODESIA

From left are Mr. Harper, Minister of Irrigation and Roads; Mr. McClean, Minister of Labour; Mr. Field, Prime Minister; Sir Humphrey Gibbs, Governor; Mr. Smith, Minister of the Treasury; Mr. Reedman, Parliamentary Secretary to the Prime Minister; The Duke of Montrose, Minister of Agriculture, Lands and Natural Resources; Mr. Gaunt, Minister of Mines and Industrial Development; Mr. Dupont, Minister of Justice, and Mr. Howman, Minister of Internal Affairs. The picture was taken after the swearing-in of the new cabinet at Governor's Lodge, Salisbury

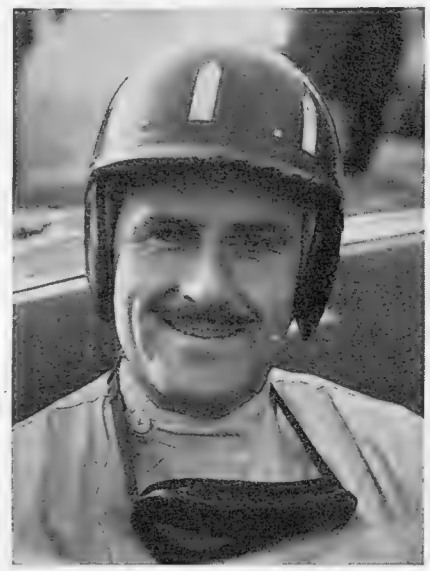
LONDON UNDER THE SNOW LAST WEEKEND — Airliners, trucks and cars stand motionless at London Airport. Snow-ploughs cleared runways to allow limited services. **Right:** Railway workers in blizzard conditions struggle to clear the tracks at Clapham Junction, one of the busiest stations in Europe. Main difficulty was freeing frozen points

THE NEWS IN PICTURES

Below right: Graham Hill won the South African Grand Prix at East London last weekend, completing the motor race in his B R M. at an average speed of 93·57 m p h. He thus won the world drivers' championship, only the second Briton to do so, and B.R.M. gained the grand prix car manufacturers' championship. Hill's great rival this season, Jim Clark in a Lotus, was forced to retire when in the lead

Far right: Prince Sihanouk, the Head of Government of Cambodia (left, in white jacket), walks under an umbrella from his plane accompanied by the Yang di-Pertuan Agong, the Supreme Head of the Federation of Malaya. Prince Sihanouk was on a two-day State Visit to Malaya, accompanied by his wife

Below: Indian troops patrol in bitter cold in Ladakh on the North West Frontier. The main news of the Sino-Indian dispute at the beginning of this week was that Mrs. Bandaranaike, Ceylon's Prime Minister, had set out for Pekin with a peace plan which will also be put to New Delhi. The plan was drawn up by six neutrals—The U.A.R., Ceylon, Cambodia, Burma, Ghana and Indonesia—last month in Colombo



GRAHAM HILL BECOMES CHAMPION

PRINCE SIHANOUK OF CAMBODIA VISITS MALAYA

ON WATCH ON THE BORDER—AN INDIAN PATROL NEAR THE DISPUTED AREA

NEWS SUMMARY

News from the planets ; aftermath of Nassau ; third round of fighting in Katanga ; talks open on Kashmir ; the Yemen struggle ; a watershed in Yugoslav-Russian relations?

SPACE

Last year saw great strides in the manned exploration of space and an historic achievement, the results of which have been eagerly awaited. This was the American space probe Mariner 2, which during December passed within 22,000 miles of Venus and in one hour, as it passed, transmitted across 36,000,000 miles more information about the planet than had been gained in thousands of years of scanning the heavens. In 1963 the world may also obtain a mass of detailed information about another planet, Mars. The Soviet spacecraft Mars 1 is now in the middle of its seven-month journey towards there. It may bring off the fantastic feat of sending back television pictures of Mars from far out in space.

INTERNATIONAL

At the beginning of 1963 the consequences of the crucial **Nassau** talks between President Kennedy and Mr. Macmillan remained in the forefront of attention. The American decision to scrap the Skybolt missile, taken on political and strategic grounds rather than technical, implied that the U.S. foresaw the end of the nuclear strategic bomber and was placing her reliance for a nuclear deterrent on long-range guided missiles and Polaris nuclear submarines. Britain had depended on the Skybolt airborne missile to prolong the effective life of her V-bomber force. After Nassau Britain will only have Polaris guided missiles, bought from the U.S. and fitted into submarines, for a deterrent in the 1970's. Britain gets the Polaris missiles on the understanding that the purpose should be the eventual development of a multilateral NATO nuclear force and with the proviso that she can use the submarines unilaterally should supreme national interests be at stake. A similar offer was made to France: it was understood last weekend in **Paris** that General de Gaulle was unlikely to change his mind about his determination to develop an independent French nuclear striking force.

According to reports from **Washington,** the U.S. State Department was taken by surprise by the concern expressed by Conservative back-benchers. In **London** Mr. Thorneycroft, the Minister of Defence, was to meet this week members of the Conservative Parliamentary Defence Committee. The question at issue was to what extent Britain would have a truly independent deterrent. Mr. Macmillan was under bitter attack from Labour Party critics on this point among others after his return from Nassau.

Mr. Diefenbaker, the Canadian Prime Minister, commenting on the agreement said that the arrangements made by Great Britain and the U.S. did not in any way bind other members of NATO. (See " Defenders of the West," pages 12-13.)

CONGO

After three days of fighting the United Nations announced last Sunday night the conclusion of its " defensive action " in Katanga saying that its objectives had been attained. A U.N. statement said that an area within a radius of 12 miles around **Elisabethville,** the mining town of **Kipushi** and the base at **Kamina** were under U.N. control. Early this week it was difficult to estimate whether this marked the end of the fighting, in view of M. Tshombe's threat to carry out a scorched earth policy.

Both the U.N. and the Katangans blamed each other for the fighting. U.N. communiqués recounted a number of incidents initiated by Katangese troops including the shooting down of a helicopter on Christmas Day. After several unsuccessful attempts to secure a cease-fire and the removal of gendarmerie road blocks, the U.N. were ordered " to take all necessary action in self-defence and restore order." They rapidly occupied most key points, and Swedish Saabs appeared to have effectively put the Katangese Air Force out of action at **Kolwezi.**

After escaping from his Presidential Palace, M. Tshombe appeared suddenly in **Salisbury,** capital of the Central African Federation, where he had talks with the Federal Prime Minister, Sir Roy Welensky, and with the British High Commissioner, Lord Alport. The Katangese President said that he had not come to ask for help, only to give the "true story" of the fighting, and would be returning to Katanga to fight to " the end." It was understood that the U.N. were prepared to continue negotiations with M. Tshombe, who had asked for and received guarantees of personal safety for himself and his Ministers. Meanwhile, the U.S. was sending further arms and supplies to the U.N. Congo force. An American military mission had been in the Congo the week before fighting had broken out.

A statement from the British Foreign Office recalling that Britain had repeatedly impressed on U Thant the " futility of trying to impose a political settlement on the Congo by force " was attacked by Labour and Liberal spokesmen. An emergency meeting of the Conservative Parliamentary Foreign Affairs Committee was expected early in the week.

M. Tshombe, beleaguered President of Katanga. **Right:** U Thant, the U.N. Secretary-General, with his special adviser on the Congo, U.N. Under-Secretary, Dr. Ralph Bunche

INDIA-PAKISTAN

The Indo-Pakistani talks on Kashmir and other problems affecting the relations between the two countries are to be resumed in **New Delhi** on January 16. The first round ended at Rawalpindi last weekend. A joint communiqué after these conversations called on the Press and radio in both countries to create a friendly atmosphere and refrain from creating discord. The talks are a result of the British and American special missions to India and Pakistan early last month. It is intended they should prepare the way for a " Summit " meeting between Mr. Nehru and President Ayub. Both countries claim Kashmir. Pakistan wants a plebiscite to be held to provide the right of self-determination for the people of Kashmir. This would be in accordance with Security Council resolutions. India does not think that a plebiscite would be legally correct.

During the Rawalpindi discussions the leaders of the two delegations, Sardar Swaran Singh (India) and Mr. Bhutto (Pakistan), were summoned by President Ayub Khan. He was believed to have explained to Sardar Swaran Singh the background to the border accord between Pakistan and China announced the previous day, which declared " complete agreement " had been reached regarding frontier alignment. Although it was known in India that the frontier negotiations had been in progress for some time between Pakistan and China, the news of the agreement was received with apprehension in Delhi, especially as it was published on the eve of the Kashmir talks.

YEMEN

Despite confused and contradictory reports it seemed fairly clear that the Republican regime of President Sallal was still holding off attempts of forces loyal to the deposed Imam to regain control of **Sanaa** and other principal towns. The Republic, said some sources, was only surviving because of the deep commitment on both arms and men of the United Arab Republic. However, the U.S. and several other countries of the West (but not Britain) accorded diplomatic recognition to Sallal's regime, which was also admitted to the United Nations.

YUGOSLAVIA

In a speech in a factory near **Belgrade** last week President Tito spoke of his recent trip to Russia where he had talks with Mr. Khrushchev. (Officially the President was on a holiday.) He said Yugoslavia and the Communist bloc had " common aims—the realisation of Socialism and they must therefore be the main principle of our foreign policy." President Tito made it clear that he had no intention of becoming formally associated with the Soviet bloc. " I said that Yugoslavia cannot change its policy and that in view of her prestige among African and Asian countries this policy is also in the interest of the progressive movement," he declared. The general burden of the speech was that Yugoslavia will now come into closer relations with Russia and its satellites and that the ideological dispute between the Yugoslav and Russian Communist parties had greatly eased for the time being.

Seated in front from left are General Norstad, retiring Supreme Commander, SHAPE; his successor, General Lemnitzer; and Admiral Dennison, U.S.N.

DEFENDERS OF THE WEST

Members of the NATO Military Committee in Conference

The 15 member states of the North Atlantic Treaty Organisation are in no doubt that during 1963 they will have to face many stern tests. NATO, as envisaged in the Washington Treaty of 1949 which created it, is much more than a military alliance. But it was as a "security league" that the idea of NATO was first mooted, and its military side is certainly very important. Its military organisation is in the hands of its Military Committee, which is composed of the Chiefs of Staff, or their representatives, of the NATO members. At this level the committee meets two or three times a year. The photographs on these pages were taken at its meeting in Paris last month. At a lower level of representation it remains in permanent session in Washington. Forces for the defence of Western Europe are integrated under Supreme Headquarters Allied Powers, Europe. This year sees a new Supreme Commander at SHAPE. He is General Lemnitzer (the post is always held by an American). His Deputy Commander is Britain's General Stockwell, appointed 1960. On them may fall the organisation of the multilateral NATO nuclear force, envisaged in the Kennedy-Macmillan talks in Nassau.

General Lemnitzer with General Foerstch of West Germany. **Right:** General Zielstra, Chief of the Netherland's Air Staff (left), and West Germany's General Heusinger

A British group at the NATO Defence Committee includes Admiral Mountbatten, Britain's Chief of Defence Staff, and General Stockwell (left), the Deputy Supreme Commander

General Ailleret (left), the French Chief of Staff, sits at the table next to General Foerstch, his West German counterpart

JOHN CONNELL

REFLECTIONS IN A WINTRY SUNSET

After the Nassau Conference an astonishing, brooding calm enveloped the political landscape. All the various crosswinds, which had been blowing at gale strength, were suddenly stilled. All the issues which had mattered so much—Polaris versus Skybolt, NATO's independent nuclear deterrent, Indonesia's expansionist aims in Borneo, Sir Roy Welensky's final tragic disillusionment, the U.N.'s perverse policy in Katanga—were for the time being put aside. The lull was necessary. The pre-Christmas atmosphere was both feverish and explosive. After Christmas, though not a single major issue had been settled, there had been time to reflect, and a chance—some might say a heaven-sent chance—for tension to relax, for blood pressures to fall.

I found myself, in the midst of the dual exercise of shutting out Xmas and celebrating Christmas, pondering on all the effects of Mr. Macmillan's conversations with President Kennedy; and I realised, with not a little disquiet, that through the imposed silence of the Christmas truce there whistled the shrill, sour sound—as of a nauseous escaping gas—of a vicious anti-Americanism. No mood, I believe, can be more frustrating, more corrosive or more calculated to prevent that recovery of national morale, which is essential if we are to regain a reasonable measure of our self-respect and self-confidence.

We, the British, have got to come to terms with ourselves, *as we are now*; we cannot go on living as we have been in the past 15 years—

President Kennedy, with advisers—Mr. McNamara (left), the U.S. Secretary of Defence, and General Maxwell Taylor, chairman of the U.S. Joint Chiefs of Staff

beyond our moral and material means. But if we swither (as we show signs of swithering) between nostalgia for a past that is irrecoverable, vain regrets over a disastrous choice of alternative paths and all its consequences, and a spiteful resentment of the Americans' assumption of the burdens and responsibilities (far more important than the privileges) of Western hegemony, then we shall be of no help at all to ourselves.

I have no desire whatever to minimise or slur over the lamentable episode of Skybolt, and its strategic and political implications; but I am convinced that it is essential to stress again and again the fact that, given the world situation as it has developed in 1962-63, British deference to the Americans' decision on Skybolt is inevitable, and it is quite futile to fret and argue over it—though I have little doubt that this futility will be indulged in to the full. From their point of view the Americans have made the only proper decision; for it directly concerns not only their pockets but their basic concept of world security.

That concept was necessarily theoretical—therefore tentative, exploratory and experimental—until the Cuban crisis of last October. Now the Americans (and especially the President and his advisers) know what they can do successfully, in the exercise of their prodigious and awe-inspiring world authority, and what they ought to avoid. This has immeasurably (and rightly) enhanced their self-confidence and their capacity henceforth to make similar—or consequential and collateral—decisions. President Kennedy knows that, in the ultimate analysis, he must go it alone—he and his successors, for as far ahead as it is at present prudent to try to peer.

Instead of snivelling and snarling at the American Government and people, would it not be wiser, as well as more dignified and far-sighted, if we tried to comprehend, and offer some measure of sympathy and support to the way in which they have tackled the vast responsibilities of the hegemony which (goodness knows) they have long been reluctant to accept? Would such an attitude not be at least a seemly manifestation of that " mature judgment in world affairs " on the possession of which we have been preening ourselves for the past decade and more?

Our century of hegemony, from 1815 to 1914, was, by comparison, almost ridiculously easy. For many decades, after the defeat of Napoleon, it was simply not challenged: American world leadership, every principle on which it is based, and every practical expression, strategic or tactical, which they have given it, have been subjected from VE-day 1945 onwards to perpetual, obstructive and extremely tenacious challenge. The instrument by which we maintained our authority and enforced our decisions was the Royal Navy; its power was not measured in megatons, but so long as it was undisputed it was as majestic as peaceful. We had the battleships—the cruisers and the notorious gunboats, too—and others had not, or in such proportions that they did not matter; thus the world had peace at no cost and at very little risk to ourselves, or so it seemed until the opening decade of the twentieth century.

The Americans had four short years, 1945 to 1949, in which they (and the Western Alliance) had the atomic bomb and the others had not. And since during those years they launched the whole great effort of Marshall Aid, which made possible the rebuilding of ruined, prostrate and hungry Western Europe, they can hardly be accused of exploiting their power aggressively or even selfishly.

Ever since the U.S.S.R. let off its first atomic device, the danger and the difficulty—to the Americans just as much as to the rest of us—of the exercise of world leadership have been constantly enhanced; and by a curious and sombre twist of irony, sharing the risk does not diminish, but indeed increases and extends its burden. For the fundamental principles of the maintenance of the unique deterrent are (*a*) that it should be unique and (*b*) that it should deter—and not be used in an attempt to punish and defeat—any potential aggressor. Any multiplication of the number of nations possessing nuclear or thermonuclear weapons clearly offends against both these principles. Britain's historical motives for wishing to retain an independent deterrent are obvious enough, and have a tragic—rather than pitiful—validity in an epoch in which, for even more pressing reasons, history's claims must be set aside.

The policy and intentions of the President and his small group of advisers are now extremely clear; they will carry this policy out with resolution, and however courteous and considerate their consultations and their interim arrangements may be, they are likely to hold to their ultimate purpose quite inflexibly. It is true that the determination to exclude others from the processes of final decision embraces the U.S. Congress and people, as well as the Parliament, Prime Minister and people of the United Kingdom; and it was courageous and percipient of Mr. Peregrine Worsthorne to point this out, in a memorable despatch from Washington just after Nassau.

What is of the utmost importance now, however, is that we establish in Britain a new, candid and completely realistic acceptance of our situation, which is in truth lacking neither in dignity nor in the opportunity of recaptured greatness. For myself I found it very difficult to stomach Mr. Macmillan's and Mr. Peter Thorneycroft's bland complacency when they returned from the Bahamas.

I cannot believe it to be either sensible or honourable to pretend that the whole costly and melancholy series of events, from the original rejection of Polaris, through the trials and tribulations of Skybolt, the final unconditional acceptance of America's refusal to go on with it, and thus back to Polaris, has been the masterpiece of far-sighted statecraft that the Prime Minister, in a remarkable Press conference at London Airport, appeared to have decided that it was. Would it not have been wiser, as well as more modest, to admit that there had been some bad bungling and some serious errors of judgment? Why should the Ministry of Defence, to say nothing of the Air Ministry, be immune from criticism—and, at that, pretty searching criticism?

And, even more crucial, when we put paid to the past, what guarantee is there that a similar series of mistakes will not be made? It was disconcerting to read, immediately after the Christmas holiday, a long disquisition by an eminent air correspondent—admittedly a retired officer of air rank—on the retention and continued use of Britain's Vulcan bombers. Reading between the lines, I found myself recalling, with a sombre sorrow and no kind of satisfaction, the fierce and eloquent arguments advanced, in the 1920's and the 1930's, about the valuable role of cavalry in modern land warfare. That, in the space of little over a generation, the Air Marshals should constitute themselves a reincarnation of the Cavalry Corps, is just one more ironic aspect of our whole defence dilemma.

Is it not time for a major—*public*—strategic appreciation? What is the object of Britain's defence forces in 1963, and what are the means at our disposal for fulfilling that object? These are questions as searching as elementary; and if we try to answer them straightforwardly, we are likely to find ourselves faced with a task of rethinking on a prodigious scale.

Despite the frontier dispute with China, life continues as usual at a washhouse in Bombay

Prince Andrew, the Queen and Princess Margaret leave London for Sandringham for Christmas

Crowds watch hounds and members of the Garth an rk

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

PRIVILEGE AND PRECEDENT. Two little instances of concessions to the House of Commons' dignity and authority were made at the end of 1962 and are worth recording. For 300 years it has been the duty of the Commons, when Black Rod knocks on their door, to forsake all and follow him to the House of Lords. Henceforth, though the three centuries of precedent still stand, a concession will be made to suit the convenience and better fit the importance of Commons' business. Black Rod will apply his ear to the keyhole and time his knock to a moment when business is trivial—and there is no reason to suppose that he will be kept very long hanging about outside. The other and earlier instance concerned the Serjeant-at-Arms. The Queen agreed to condition her undoubted privilege to appoint this officer with a preliminary consultation with Mr. Speaker after he had canvassed the opinion of the House on a candidate for the office likely to be generally acceptable. These little instances of " modernising " ancient precedents, without cancelling them out, are very typical of Britain's genius for reform without iconoclasm, our slow and imperceptible evolution to democratic manner of thought. If and when Labour comes to power, there are likely to be more concessions from precedent and privilege and tradition, and I suppose some of them may be less imperceptible, though history tells us that the lion which roars in opposition usually roars like a sucking-dove when in power. But this nation learned sound lessons from the Stuarts.

THAT WAS LAST WEEK. It takes all sorts to make a TV audience; and having read about the storm created by TV's newish experiment in satire, *That Was the Week that Was*, I turned the button on to sample it. There was quite a lot in it to amuse and please me and nothing particularly clumsy except its title. The producers have found two or three very promising performers in guying both personalities and customs with intelligent and sometimes daring satire. I am always astonished by the amount of work, planning, rehearsing and money which, in the B.B.C., must go into a feature which may occupy an hour and then pass into oblivion. But the best thing I can say of my first taste of this feature is that it instantly and pleasantly recalled to me the extraordinary impact of *The Follies* and Pélissier and his brilliant band when they first burst on Edwardian London, beginning to be sated with showmanship and Gaiety Musicals, and conscious of a change of wind just round the corner. A little disturbing satire on things-as-they-are was exactly what we needed then—and need now—and Pélissier, Sydney and Everard gave it us exactly to our taste. Of course, " guying " is not enough. Pélissier triumphed with intelligent satire, which, caviare to the general, was only completely appreciated by the few. All sorts that make a world are entitled to their ration and I think this feature already deserves a more convenient timing. After all, we do have a devil of a lot of muddied oafs kissing each other after scoring goals, and football fans would think nothing of sitting up a little longer to count the goals and kisses. I see no reason why this item should not survive in 1963 as an exciting feature (though it must always be highly controversial) provided the producer and actors come to realise that its slogan can never be " no holds barred." To a majority of the nation, for example, Royalty is a religion which must *not* be guyed and to a small minority religion is still " sacred." For the rest, it must be remembered, that, though as a nation we possess a sense of fun, a sense of humour is not so common, and that quality is needed to appreciate satire. The majority fill their cosmos entirely with ego.

A CHARTER FOR THE WORKERS The draft of the Contracts of Employment Bill, following close on the Shops and Offices Bill and the White Paper on industrial training are all of them parts of a major programme to modernise the workers' charter by giving more security and comfort to employed persons in many fields and better opportunities to rise. The employer, if he comes off second best in

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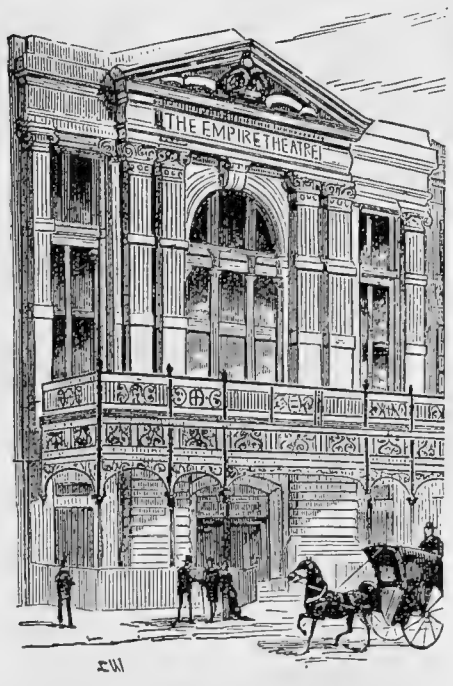
s Foxhounds move off on Boxing Day in Wokingham



The New Empire cinema in Leicester Square, London, which opened before Christmas, stands on a site which has for many years contained a favourite London entertainment haunt. **Left:** The original Empire Theatre, opened in 1884, became a world-famous music-hall. It closed in 1927 with *Lady, Be Good*, among the cast of which was Fred Astaire. In the following year, MGM opened their lavish Empire cinema on the site, the first film being *Trelawney of the Wells*. **Right:** In 1929, people queued to see the all-talking, all-singing, all-dancing *Hollywood Revue*. Today's Empire is smaller than the huge cinema it replaces. It holds just over 1,300 people, and on the site is also a dance hall

1940—More queues, for the record-breaking *Gone With the Wind*

The interior of the New Empire cinema

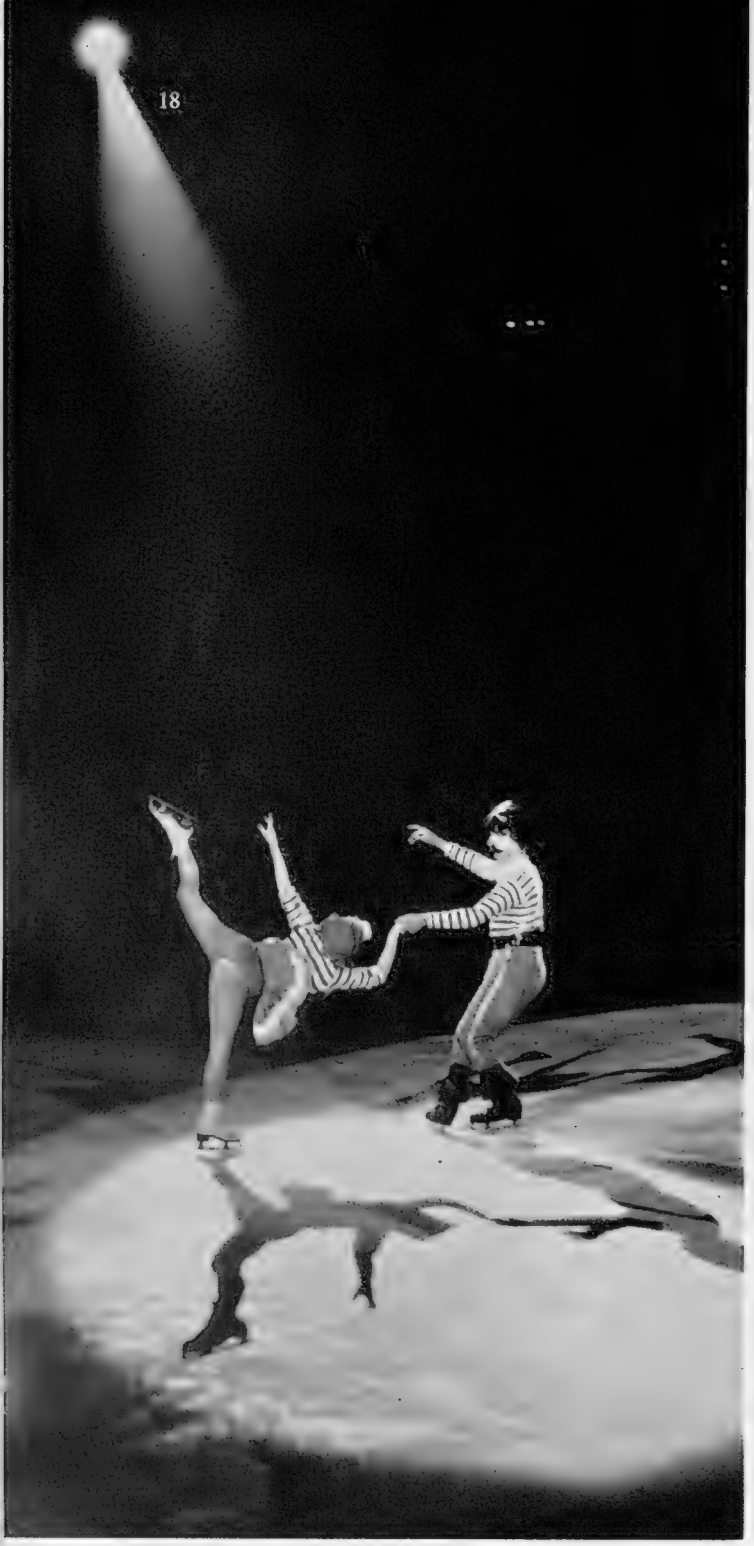
the proposed new Charter, is not entirely neglected, provided the other party honours his lion's share of the agreement. It will be midsummer 1964 before the country will have a first chance to test the Charter in action, and even then, after its rough passage to the Statute Book, it will be far from comprehensive or clear cut. Certainly on post-war experience the employers are the more likely to fulfil their obligations to the letter. They are easier to coerce. The hope lies in the co-operation of the T.U.C. with the Government (in its rare intervention in industry) to bring to an end that bugbear of productivity, the wildcat strike. The benefits offered to the workers are very real. Time alone will show if they are sufficiently appreciated by the workers to persuade them to pay the contract price demanded on the nail. More likely (at the best of it) they will pay on the instalment system. None concerned will benefit more from a 100 per cent. honoured contract than the T.U.C.

THE NORTHERN CAPITAL. The weekly *Economist* is well known for its employment of realism, common sense and logic in its " leaders." But even grave signors may have their lighter moments and somehow I doubt if my living descendants will ever travel north to gape at the new chromium, glass and concrete palaces and blocks on the Yorkshire Moors which will house the seat of Government, its myrmidons and all the most vital interests which must most closely attend it. If the dream came true, London would certainly become again a delightful place to visit, a vast museum of quiet corridors. But not necessarily a still more lucrative draw for foreign tourists, who enjoy our ceremonial, gay uniforms and peeps at Royalty and bigwigs through the bars, even more than they enjoy our Roman and Tudor remains and all historical and artistic records. There must be formidable objections to the plan, and perhaps the *Economist*'s convincing logic underrates their power. Take the Queen, for instance. She is becoming used to receiving good advice from all and sundry as to how she should conduct her unique role. But you may have noticed that, despite all the good advice she receives, she goes serenely and gracefully on, carrying out her duties and recreations in the way that seems best to her; and though she may be impressed by the sheer logic of some of her advisers, she is not usually convinced by them on matters of which she is perhaps a better judge than most. No doubt Windsor Castle, Buckingham Palace and St. James's would make admirable new lodgings for overseas V.I.P.'s, educational establishments, and police training colleges, but remember these V.I.P.'s and other visitors would be attracted not to Museum City but to those Yorkshire Moors which will cater for the seat of Government and any surviving pageantry. A strong Government might succeed in moving the Parkinsons to Yorkshire but not, I fancy, the Court. And the new Hamlet on the Moors would be a flop without the Court. It would be a Hamlet without the Prince.

ALL THINGS NEW. Here we are entered on a new year, dipping our pens to scrawl on a new page, hopefully anticipating a distribution from Pandora's box of really useful and well-made presents. If it wasn't so good in 1962, it's to be " all right this time." Not all at once, of course. We can't digest unlimited rich fare and anyway the sun climbs slow, so slowly that one can hardly measure its climb. Some of the age-old pieces will still be on display in 1963 in our national museum, but we may be confident that every Minister has his slogan for 1963 and intends to do his bit to streamline our modern democracy and fit it to play its full part in a competitive world. If the New Year's Honours List suggests that Mr. Macmillan has not yet scrapped Lord John Manners's heartfelt prayer " Leave us still our old Nobility," some may hopefully see a sign that he is conscious of a wind of change. It takes time to build a new Jerusalem in England's vanishing green and pleasant land, but every Minister means to hasten the progress in 1963, and has adopted his appropriate slogan. The Minister of Transport has chosen a variation of Lord John's: " Leave us still our old Mobility." He sets his target modestly, though he is a tiger for work. Generally speaking, the Cabinet have all adopted as slogans variations on the same theme: " Leave us still our old Ability." Modest enough again.

FEWER CHRISTMAS CARDS. I dare say it costs as much to announce in the Press that you " are not sending out Christmas cards this year " as it does to continue that arduous convention, and certainly the decision to abandon it saves one the embarrassment of receiving cards from friends you had forgotten. It was a very popular Press announcement this year and may have been the reason why the morning mail in the fortnight before Christmas was much more punctually delivered. Indeed, local postmasters said that the rush was over before their emergency amateurs were available to help them. But if Christmas cards were fewer this year, they certainly continue to gain in taste and charm. Frosty robins are out for keeps.

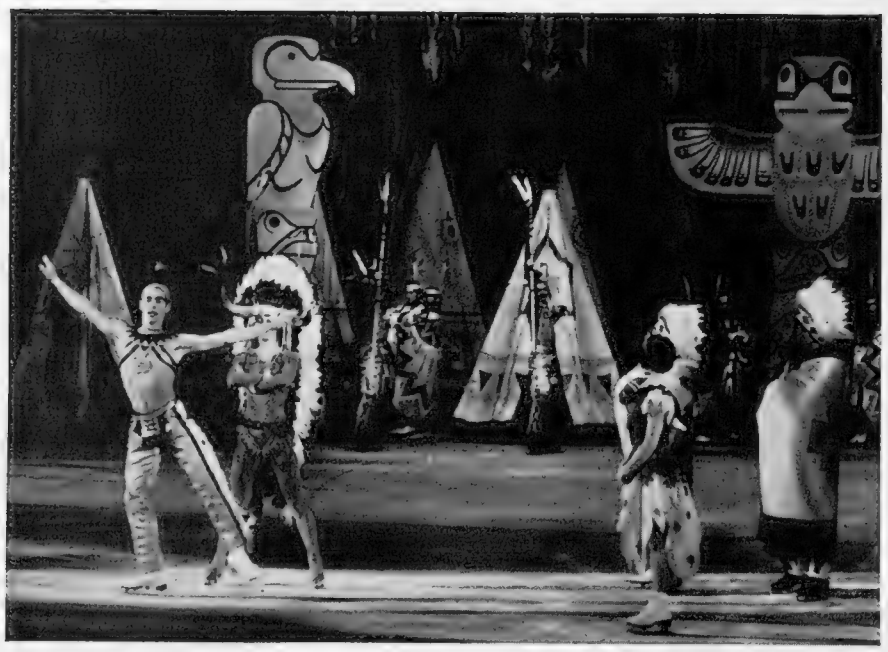
THE OLD STAGER



PETER PAN ON ICE: At the Empire Pool, Wembley, two pirates skate, and **right:** so do Peter Pan (Jacqueline Du Bief) and Wendy (Sue Park)

ENTERTAINMENT

SHOWS FOR THE HOLIDAYS



Wendy in the Indian encampment. **Right:** AMELIA'S AFRICAN ADVENTURE: Amelia (Hilary Wood) tends the Cloth Lion (Ursula Jones), watched by Mrs. Noah (Matyelok Gibbs)

The Christmas holidays are traditionally the time when young children are first taken to the theatre. This year the selection has been as wide as ever: in many parts of the country especially heavy bookings have been reported for the spectacular pantomimes. The following is a list of children's holiday shows in London, at the time of writing.

Puss in Boots at the Palladium. The usual spectacular devised by Robert Nesbitt, with Jimmy Edwards, Frankie Vaughan, Joan Regan and Mike and Bernie Winters.

Peter Pan on Ice at the Empire Pool, Wembley. Peter not only flies but skates in this huge and colourful version adapted from Barrie.

Cindy-ella or *I got a Shoe*, matinées at the Garrick. Negro minstrel version of the fairy story by Caryl Brahms and Ned Sherrin, with many songs.

Amelia's African Adventure, matinées at the New Arts. Victorian children's play by James Ambrose Brown.

Toad of Toad Hall matinées at the Comedy. A. A. Milne's play is now a hardy annual. This year's Toad is Peter Woodthorpe.

Noddy in Toyland, season at the Scala. Enid Blyton for the very young.

Rockets in Ursa Major at the Mermaid. Fred Hoyle's space fiction play, complemented by *Emil and the Detectives*, another Mermaid favourite, matinées at Her Majesty's.

Billy Bunter's Christmas Circus, matinées at the Queen's. For the first time there is an actress among the cast in the Bunter series.

The Nutcracker at the Festival Hall. Tchaikovsky's ballet in its entirety danced by the London Festival Ballet.

Pictures by Reg Wilson

CINDY-ELLA: All the characters are played by only four people—Cy Grant, George Browne, Cleo Laine and Elizabeth Welch

PUSS IN BOOTS: In this year's spectacular pantomime at the Palladium are Mike and Bernie Winters and Jimmy Edwards

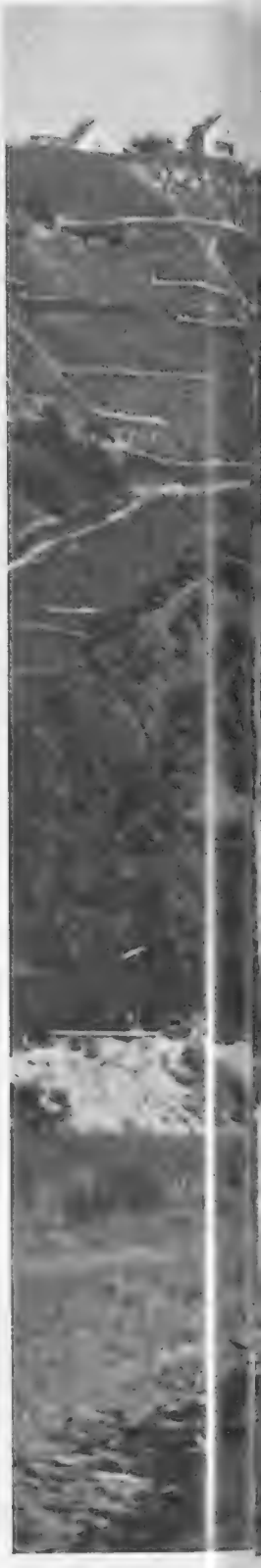
The new highway running through the hills from Lisbon to Caxias. An example of one of the roads which make motoring pleasant in Portugal

HOLIDAYS AHEAD

It is never too early to begin planning one's annual holiday and the more care there is given to this the better the chance of really "getting away from it all." The photographs on these pages of Portugal, Yugoslavia, Austria, Germany and Iceland are merely hors d'œuvre for the plentiful fare which follows in THE SPHERE's annual holiday and travel section. There is a wide range of holidays to choose from in resorts on and off the beaten track. The nautically minded may care to consider a boat of their own at the Boat Show. Nor should it be forgotten the Commonwealth has much to offer for holidays.

In the centre of Dubrovnik in Yugoslavia

The Town Hall in Vienna



A castle above the vi e-ya

A summer hotel at Laugarva

t. Goarshausen which is on the Rhine between Coblenz and Bingen in West Germany

Iceland

Mittenwald is a market town in the Isar valley in Bavaria

A new sailing cruiser, with twin keels and four berths, designed by Robert Tucker

AT THE BOAT SHOW

Yachts and motor cruisers on display in London

By **GABOR DENES**

The Fairey Marine Fisherman 27 all-weather motor fishing boat

To make the International Boat Show, which remains open until January 10 at Earls Court, even more attractive year after year cannot be an easy task. Admittedly, there are new boats and new accessories, new designs and ideas in this lively field, but these would only attract the hard core of experts, and those already converted to boating as a way of life. To maintain sufficient interest to lure 300,000 visitors to the Show, more is needed, and this is what the organisers, the Ship and Boat Builders National Federation and the sponsors, the *Daily Express*, have achieved once more.

There are more exhibits, including overseas ones, than ever before. Surpassing some fine previous efforts, the Show is presented even more brilliantly. Real water and craft afloat in it have become a feature of the exhibition in recent years. This time the area of water has been doubled, and the theme of a South Sea Island with its lagoons—two separate pools in fact—provides the enticing happy sunshine effect so welcome in the London winter.

Many interesting and notable vessels are moored in the lagoon. *Wanderer III*, in which Eric and Susan Hiscock have made two successful round-the-world cruises is there, with her owners on board. There are few people more popular in the yachting world, and thousands will want to meet these light-hearted, but extremely sensible sailors.

In sharp contrast to this ocean cruising yacht, also in the harbour is the immensely powerful *Tramontana*, winner by nearly 17 minutes and 10 miles of the last *Daily Express* Offshore Powerboat Race. She was built by Vosper Ltd. for Mr. Dick Wickens specifically for that purpose.

Resting at anchor too are some colourful smaller craft, a Maori war canoe, some outrigger canoes from Tahiti, and a replica of an eighteenth-century Flying Proa from the Mariana Islands.

Less exotic craft, but each of special interest, in the pool include Roderick Macalpine-Downie's *Hellcat*, the catamaran in which Ian Norris successfully retained the International Catamaran Trophy for Britain against the American challenge last September; *Tradewind* the " seacrete "-hulled (a form of concrete construction) four-berth Broads motor cruiser; the Tholense Schouw, a traditional Dutch barge type of motor-sailer, 28 feet long, built of steel, with accommodation for five, and *Pacemaker 21*, the only boat of less than 20-feet waterline to finish in the Offshore Powerboat Race. There are altogether 20 boats afloat in the 12,000 sq. ft. of the pools, but this is only a fraction of what the over 500 exhibitors have to show on the three floors of the great hall.

The Offshore Powerboat Race held twice so far is already showing its effect on the general trend. It has given a great impetus to a certain type of craft, a powerful, very fast, yet seaworthy and comfortable motor cruiser, in which the owner and friends can make quick, flying sorties to distant ports (Deauville, Cherbourg, etc.) within a weekend, and in which they can sleep in comfort while in harbour. The increase in number of such craft means that this year, at a rough estimate, there are as many motor cruisers shown as there are sailing yachts and motor sailers.

Morgan Giles, Ltd. have added a new 38-ft. cruiser to their well established Monaco range, of which they are also showing the 27-ft. and 42-ft. models. The new version of Bruce Campbell's high-speed cruisers, the Christina Mark X, is an open boat with a large fo'c'sle with two berths. Fairey Marine proudly show their two winners: Huntsman 28 (Diesel class) and Huntress 23 (production class). Dell Quay Yachtyard, Ltd. show two versions of their 25-ft. high-speed cruiser, a two-cabin, centre-cockpit model, and another with a large cockpit aft. Woodnutt and Co. have a 30-knot hot-moulded " express " cruiser powered by a Rolls-Royce engine, and another one of the many fast cruisers is shown by Anchorage (Windermere), Ltd.; this is a clinker-built, four-berth, 27-footer, said to be capable of 26 m.p.h. But there are many others to see, including larger, more conventional boats, and a number of small ones with limited accommodation.

Among the sailing yachts, as one would expect, A. H. Moody and Son's exhibit deserves attention. This is a 26-ton auxiliary ketch, designed by Frederick Parker, built to a very high specification with mahogany planking and teak decks and deckwork. In this category Fairey Marine are showing something new, their 31-ft. version of the ubiquitous Atalanta

(*continued on page 24*)

Ian Proctor's new two-man keelboat *Peregrine*

Optimists Boats' 7 ft. 8 in. sailing dinghy for young people

Dambuster, the 30-ft. ocean-racer presented to the R.A.F. by Lord Nuffield

Fireball, the new high-performance dinghy designed by Peter Milne

Right: *Bosun*, a glass-fibre hulled dinghy designed by Ian Proctor

The Romany 17 Mark II luxury cruiser built by Gordon Payne Ltd.

The Viking Mk. V clinker-built outboard runabout with convertible hood

BOAT SHOW

(continued from page 22)

(26 ft.). This is a luxury model of the smaller original with much better accommodation and, of course, better sailing ability.

An entirely new boat is the 24-ft. sloop designed by Colin Mudie for W. Richardson and Co., of Darlington, which has a cold-moulded, multi-skin wood hull and masthead rig. Shown by W. A. Souter and Son, of Cowes, is the Illingworth and Primrose designed, class II ocean racer *Dambuster*, a fine boat, and Alan Feltham presents a Robert Clark-designed 10½-ton auxiliary masthead sloop.

I was interested to see the glass-fibre Bristol II, made by Bristol Aeroplane Plastics, Ltd., a cruising version of the *Yachting World* 30-ft. keelboat, introduced at the Show two years ago. It has a raised coach-roof, berths for four adults and two children, and all other cruising equipment. It can be ordered completed, or in any of three stages of construction for completion by amateurs.

Saro (Anglesey), Ltd. presents, perhaps inspired by I.Y.R.U. policy, a new 20-ft. racing keelboat, the design of which was produced in association with Laurent Giles, intended as a one-design racing class. Ian Proctor has also designed a racing keelboat, aimed to fill a similar need. His is 18 ft. 6 ins. overall, with a fin and bulb keel, built-in buoyancy, masthead rig and trapeze for a two-man crew.

As usual there is a large number of launches, speedboats and runabouts with inboard and outboard propulsion, built-in wood, plastic and light metal. To provide power for these and other needs motor manufacturers are showing power units of every size and type. In this field there are several new inboard-outboard drives for diesel and petrol engines introduced, most notable of these is the Perkins Z-drive seen for the first time.

The well-known and popular sailing dinghy classes are widely represented on several builders' stands. Peter Milne's 16-ft. Fireball is shown for the first time on the Chippendale stand, although its fame and reputation for high performance is already well known. Ian Proctor's new design, the 14-ft. Leader, is on the Small Crafts tand. This is a general-purpose dinghy, and on the same stand is shown No. 1,000 of the Gull class, which has just become the first non-racing dinghy to gain R.Y.A. approval. Jack Holt has a new addition to the well-known range of dinghies, the 15-ft. Lazy E, general-purpose dinghy.

I have only succeeded in skimming the surface of this brilliant Show. It would require many pages to do even approximate justice to the large number of boats to be seen, to suit everyone's taste and pocket; to the special group called " Boating on a Budget," to the many other interesting features, such as the live exhibit of a family building a 19-ft. boat. Every form of equipment, books and clothing is displayed and last but not least, there is Galley Alley, to feed the hungry mariner.

Tramontana, the high-performance power-boat designed and built by Vosper, Ltd.

The Fairey Marine Huntress 23 motor cruiser

The Romany 30 fibre-glass luxury cruiser

The diesel-engined Fairey Marine Huntsman 28

The Moreland Hurricane by R. & W. Clark, Cowes

BRIAN VESEY-FITZGERALD

SOMETHING SPECIAL ABOUT SLIGO

This is the time when we plan our holiday. It may seem a bit early to you, but we have to save up for our holiday and it takes us a long time to save. So we decide now, in January, where we will go next summer and then, having made up our minds and worked out roughly how much it will cost, we start " putting by." At least that is the idea. Actually, we aren't very good at putting by: so we usually end up somewhere else . . . a good deal nearer home and for a much shorter period.

This year we are going to Sligo: that is, to County Sligo, not necessarily to Sligo itself. My wife has never been there, but I have been twice. The first time was before the war. I had had a good Ascot, which does not happen to many people. Ascot, in my experience, is virtually a bookmakers' benefit—and has never happened to me since; not, I may add, for want of trying. I spent the money on a holiday in Sligo. Well, that is not quite accurate. By the time I got to Sligo I had practically no money. (Dublin is a difficult city to leave.)

Fortunately, I had had the foresight to take a return ticket and I hitch-hiked back from Sligo to Dublin. I chose Sligo for this holiday on my bookmaker's money because of Jack B. Yeats, artist brother of W. B. the poet; both Sligo-born men. J. B. also wrote, regardless of punctuation, splashing words about as generously as paint, and I had read his book *Sligo*:

> I see races on strands, on the shores of the Atlantic at low water spring tide, when there is a flat plain of sand like a country so large it dwarfs the little brown and black turf-coloured crowd about the tents and the winning post, with the green flag flapping in the ocean air. When I am close enough to hear the voices, I know I am where excitement dwells. Everyone is talking the last race or the one to come or cheering on the air gun man or crying courage to the bold lad his clever eye against the trig of the Loup man. The pin the garter Boy. Gay determined little horses: fences yellow with gorse, horses jumping over gold sunset-fringed bricks on a shiney sand. Very nice too, and the hawk-eyed boys talking straight into the cheeks of long-lashed freckled girls. . . .

And so on—on and on—about tinkers and dwarfs and ballad-singers and the like. It sounded just my cup of tea. And, anyway, I did not know what a Loup man was nor a garter Boy. I thought I had better go and find out.

Well, I did not see races on the strand nor a dwarf nor a ballad-singer. I still do not know what a Loup man is nor a garter Boy. But I did meet tinkers; and travelled with them for four days. The great advantage of having no money is that you must walk. I also walked on my second visit, some 20 years later, but then I was financed by a generous publisher, avoided Dublin and so was able to form a nodding acquaintance with two or three hotels and a fair number of pubs; that first time I lived " rough," and walking is by far the best way of seeing country.

And County Sligo is different: quite different from the rest of Ireland, even from the rest of Eire. Topographically it is simple enough. There is the long, lonely, scarcely populated coastline where deserted strands alternate with low cliffs. County Sligo has incomparable sands, huge flat plains of sand at low water, and bathing as exhilarating as any in Europe. There is, running diagonally across the south-west of the county and almost filling it, the rampart of Slieve Gamph, the Ox Mountains; high, wild, frighteningly bleak moorland, the last refuge of the wild cat in Ireland (and there are those who will tell you that the last has yet to be shot). There are the isolated mountains, Ben Bulben (its almost vertical cliff scarred by winter torrents) and Knocknarea, beautiful Lough Gill. This is the lake of W. B. Yeats's *Innisfree*:

The isolated mountain of Ben Bulben in County Sligo

> I hear lake water lapping with low sounds by the shore
> While I stand on the roadway or on the pavements grey,
> I hear it in the deep heart's core.

And, of course, there is Sligo itself. That is really all: not, you may think, so very different from the rest of Ireland.

But climb Knocknarea and from the top you get a magnificent panoramic view of the coast all the way from Croagh Patrick in Mayo to Slieve League in Donegal, the whole coast-line of Sligo. Note how the ground rises in shelves from the shore to the ridges of the high hills inland and the way the clouds rise with them. It is this that makes Co. Sligo different: elsewhere the clouds do not rise, here there seems always to be a high sky. Because of this there is more light and much more colour, more colour than you find even in Connemara. Sometimes, looking at a Jack Yeats picture in some London gallery, the colouring seems too brilliant to be true. In Sligo you know that it is true.

Romantic Sligo, they call it. Well, there is romance enough in Lough Gill and on Knocknarea. On the top of that mountain is a great cairn, some 200 ft. in diameter, which is said to be the burial place of Queen Maeve (Shakespeare's Queen Mab), and there are legends galore about it. This is haunted ground:

> The host is riding from Knocknarea
> And over the grave of Clooth-na-bare.

I know what W. B. Yeats felt. I spent a night up there once, the wind coming off the Atlantic in great bellicose bursts.

The best centre for Co. Sligo is Sligo itself: you can walk to Lough Gill, you can, if you feel energetic, walk to and climb Knocknarea in the day. And Sligo is romantic enough. It has a most lovely situation for a town, the Garravogue river broadening into a bay, which makes a very fine harbour (Sligo is a busy port) and, on the way to the bay, dividing the town, so that almost every street seems to lead to a bridge. There are real quayside pubs and the streets are narrow and busy.

Some of the architecture is Irish-Victorian-Romanesque at its most bizarre, but the Norman church of St. John is sturdily beautiful and there are some fine old houses. By Irish standards Sligo is not a cheap place, but I found that you get what you pay for and in liberal measure and served punctually: and in the last, at least, Sligo is very very different from the rest of Eire! It is a friendly, welcoming place, the sort of place you could stop in for ever. At least, so you feel on a visit.

I am still curious to know what on earth a Loup man is; so we are going to Sligo this summer. That is, if we can get out of Dublin.

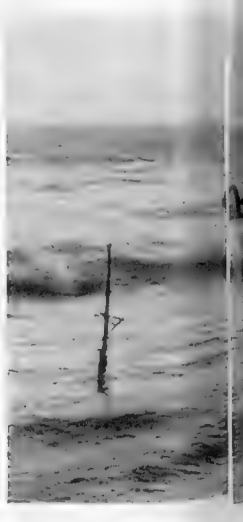
GOING PLACES IN THE COMMON

A trumpeter heralds the approach of an aircraft at Kano Airport, Nigeria

The Treetops Hotel which overlooks a " salt lick " in the Aberdares range, Kenya.
Below: The Golden Temple at Amritsar, India, " The Vatican of the Sikhs "

Thatched beach huts on Paradise Beach, Hog Island, which is a boat trip of 20 minu es fro

We depart from the usual pattern of " The Voice of the Commonwealth " this week to feature pictures which we hope will stimulate the interest of the intending traveller, looking for somewhere new to go, in the great potential of the Commonwealth. It has examples of some of the oldest civilisations in the world and some of the most exciting new nations. It embraces all religions and races, and a multitude of custom and language, although English is spoken almost everywhere. And it has splendid scenery. There are, for example, the Canadian Rockies, the Ruwenzori and other mountains of East and Central Africa, the towering Himalayas of India and Pakistan, the Australian Alps, the mountains which gave the name to Sierra Leone, and, on a smaller scale, the Blue Mountains of Jamaica. There are the beaches of the Caribbean and of Australia, the islets of the Great Barrier Reef, and the game reserves of Africa like Serengeti Park in Tanganyika. Cricket is liable to crop up everywhere, at its most religious in Australia, and at its most



Bronco-busting at the Calgary Stampede, Canada. **Right :** Stilt fishermen on one of Ceylon

WEALTH

assau in the Bahamas

colourful in the West Indies. For lovers of celebrations and gaiety, they say in Trinidad that their carnival (before Lent) outdoes both New Orleans and Rio. Farther north in Canada there is the Calgary Stampede and the recently begun Klondike Festival in atmospheric Dawson City. Or you should try dancing the High Life in one of West Africa's cities, Accra, Freetown or Lagos.

It is difficult to do justice to this subject in so short a space, and some aspects are bound to be neglected. But the Commonwealth High Commissions in London are very ready to offer information to prospective travellers; some have their own tourist offices. One might, in conclusion, describe the possibilities of Commonwealth travel in the words which Shakespeare put into the mouth of Enobarbus, on the subject of Cleopatra: " O sir ! you then had left unseen a wonderful piece of work which not to have been blessed withal would have discredited your travel."

eaches

Curious rock formations in one of Bermuda's many small coves

The Sardaghat, the central area of Dacca, capital of East Pakistan

Mitre Peak rises above the fjord of Milford Sound in New Zealand

BOOKS

YOUNG WILLIAM OF ORANGE

Biography of the Dutch leader before he became King of England; personal testaments; recent fiction

Dr. Nesca Robb's description of her book, WILLIAM OF ORANGE (Heinemann. 50s.), as a personal portrait is modest indeed. It is in fact the first of two volumes in which the writer will project a full-length biography, setting this controversial figure against the background of his times, in both the social and the political senses, and giving a picture of the Dutch people as they were in William's young days. The book covers his first years from 1650 to 1673, ending with the liberation of Holland some 15 years before he became King of Great Britain and Ireland, and showing his emergence, still at a relatively tender age, to the stature of a public figure. Dr. Robb knows and understands many facets of the Dutch character, knows and appreciates Dutch painting and architecture, and, apart from her very real gifts as an historian, has that special ability to re-create the past, which means an exceptional treat for the reader.

One of Dr. Robb's objects has been to disentangle the man from the myth; to present William as the young man, the monarch and the budding statesman that he was during this period and to show him, too, in his personal life, interested in so many projects besides domestic and international diplomacy. He was to become a hero to some, a villain to others, and always a controversial storm centre. Here we can come to know something of his essence as a human being, the man whose 51 years " were packed from first to last with trials and difficulties: loneliness, ill-health, defeats, disappointments, exile, private griefs and public anxieties . . . this surely was success with all the bitterness of failure; a royal progress but a human desolation." I will only add one *pro* and one *con*. The book is wonderfully readable but I would gladly have missed the patronising reference to the late Majorie Bowen.

LAUGHTER IN HEAVEN (Hutchinson. 21s.), is the lively and unconventional autobiography of the Minister of the High Kirk of Edinburgh, St. Giles' Cathedral, and it is provocative, amusing and often touching. Dr. Henry C. Whitley is, one can clearly see, a respecter of persons but not of pomp; a man who believes in youth and who finds it necessary from time to time to "test out the many foundations " of his faith. His writing, crisp, direct and sincere, whether dealing with matters theological or matters of fun, is a great part of the attraction of his book and he holds the interest whether he is giving an account of one of his tussles with a Parish Council, his dealings (mainly successful and at least one spectacular) with Teddy Boys or his efforts to brighten up a dingy street by painting the church notice board bright red. This is a most likeable volume and full of courage and hope.

Mr. Jonathan Routh's autobiography is as different as can be, as befits the life story of a young man who has been called this country's No. 1 Practical Joker. He it was who lurked behind the Candid Camera TV programme and he, again, who has organised silent concerts, pianos in Undergrounds and cars without engines. He has also been known to push a governess out of a window (she survived), to attempt to sell his sister to a pet shop proprietor, to spend his entire time at Cambridge reading the wrong subject and to be dismissed from the Scouts for biting the hand of a Royal Duchess. AN EXHIBITION OF MYSELF (Barrie and Rockcliff. 13s. 6d.), is as uninhibited as one would expect and quite as funny.

At this time of the year when the minds of publishers, booksellers, printers and, presumably, authors are turned towards festivities and their aftermaths, the variety of the fiction list reaches a new high, though the same cannot be said of the quantity. This week, for instance, I am able to bring to your notice an appropriately illustrated edition of an Allan Quatermain story, a saga of the Spice Islands in the seventeenth century, a translation of a French novel about cholera and another translation of an Italian novel about Sardinia in the 1920's. Each of them has a positive merit of its own and, as an Irishman might say, all they have in common is disparity. Rider Haggard first. His African romance, FINISHED (Macdonald. 12s. 6d.), appears

CLAP HANDS: Peter Moss, Dave Broadfoot and Eric House take part in the Cha-Cha scene from the successful Canadian revue. This was the opening show of London's new theatre, the Prince Charles, just off Leicester Square

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SECRET SERVICE MAN

The life of Sir William Stephenson

Montgomery Hyde has found an apt if obvious title for his life of that great Secret Service man, Sir William Stephenson. THE QUIET CANADIAN (Hamish Hamilton. 25s.) tells of Stephenson's earlier years as a fighter pilot in World War I, and of his business career centering round his development of the process of transmitting photographs by wireless. The nub of the story is, however, Sir William's work in building up and directing British Security Co-ordination, the instrument used in the highly successful Anglo-American partnership in the field of secret intelligence, counter-espionage and special operations. If Sir William's manner was tranquil and his air serene in those hectic days of war it would be wrong to think of him as a phlegmatic personality. As Ambassador David Bruce says in his foreword, " In spirit Stephenson was imaginative, resourceful, inventive, practical, persistent, brilliant." Indeed The Grand Alliance owes him a permanent debt of gratitude, and Mr. Hyde's biography does justice to his vast achievement.

It is still no easy matter to sum up the life and achievements of Lawrence of Arabia, to place these things in anything like a fair perspective; for the sheer complexity of Near Eastern affairs in Lawrence's day, and the complexity of his own character, both raise problems for the biographer which may not be resolved immediately. Even with these limitations in mind the latest *All About Book* LAWRENCE OF ARABIA (W. H. Allen. 11s. 6d.) gives an absorbing account of this versatile man, at one moment a misfit extraordinary and major irritant to his immediate superiors in his desk-bound army job in Egypt, and at the next a veritable leader of men, and a major irritant to the Turks and Germans opposing the Allies in Palestine and Arabia. Alistair MacLean, who wrote *The Guns of Navarone*, brings the same sense of drama to his present task. Sixteen pages of illustrations from the *Lawrence of Arabia* film are included in this volume which, like the rest of the series, is aimed at young people.

At a time when the eyes of the world are upon central Africa there is special interest in the research which Frank Clements and Edward Harben have conducted into the history of the Rhodesian tobacco industry. LEAF OF GOLD (Methuen. 30s.) takes us right back to the days when Rhodes was pointing the pioneers north to their hinterland. In that hinterland a white planter society has grown up beside the black population, and while some of its wealth has come from mining activities it has derived much also from tobacco, so much so that today it rivals the United States tobacco industry with an annual total crop exceeding 230,000,000 pounds in weight. The authors, who wrote before the recent elections, are hopeful for the future of white and native co-operation in tobacco-growing.

Giorgio Abetti, until lately Director of the Astrophysical Observatory at Arcetri, Florence, has written an admirably concise treatise on SOLAR RESEARCH (Eyre and Spottiswoode. 18s.). This is a contribution to the new Survey of Astronomy edited by Colin A. Ronan, who indeed contributed the earlier volume *Changing Views of the Universe*. The author's final chapter on the " Utilisation of Solar Energy " is brief but much to the point, showing the varied researches on the subject now yielding increasingly promising results, not least in the heating and air conditioning of dwellings.

THE 1963 YEARBOOK OF ASTRONOMY (Eyre and Spottiswoode. 21s.) is edited by J. G. Porter, and is intended essentially for the amateur astronomer. Star charts and data enable the amateur to find his way about the night sky, and the series of highly informed articles includes a review of important astronomical advances.

A handy little travel book, published as a paperback, is AWAY WITH ALAN WHICKER (Whitethorn Press. 3s. 6d.). Well known as a reporter on the B.B.C. television programme *Tonight*, Alan Whicker covers Austria, France, Greece, Ireland, Italy, Portugal, Spain and Switzerland. He includes information not usually found in travel books—continental equivalents of British clothing and shoe sizes, for instance—among a great deal always covered in guide books but here presented in a simple format.

Richard Edmonds

in a new format and with fresh illustrations by Hookway Cowles, echoing the vigour and excitement of the tale itself. The dedication is to Colonel Theodore Roosevelt and not the least entertaining of the pictures' captions shows a charging buffalo above the ineffable words: " I settled the poor thing's doubts by shooting it through the heart." I believe there is a generation of readers who don't know their Haggard (and whose lives must be the drabber for the omission). To them I would suggest this book as a very good jumping off place into the stream of his invention.

THE HOUSE OF THE BIRD OF PARADISE (Hutchinson. 18s.) gives us another chapter of seventeenth-century Dutch history, this time in a dramatic reconstruction of the conquest and commerce in the lovely islands from which were drawn cinnamon, mace and nutmeg. Miss Brigid Knight brings a sound basis of historical research to her charmingly told and unpretentious story and contrives to evoke a distant country and a remote past with the art of a good landscape painter. To be candid, I enjoyed this novel far more than I had expected to and that is always a particularly happy circumstance.

Mlle Andrée Chedid's THE SIXTH DAY (Blond. 16s.) has a dramatic tale to tell: the record of an old woman's endeavours to smuggle her grandson out of Cairo, away from the ambulances which, from her point of view, are threatening him, and towards the healing sea. The boy has cholera and the expectation is that, as with other cholera victims, he will die or recover on the sixth day. This is a moving tale; brief, economically told and finely translated from the French by Isobel Strachey.

THE DESERTER (Harvill. 16s.) is a prize-winning novel, set in Sardinia in the years just after the First World War and reflecting the moods of disillusion and violence in which the Fascist Party was being organised. Signor Giuseppe Dessi has written about a small village community and in particular of a parish priest and an old woman, whose relationship is based on a shared secret and who are the observers of some of the first clashes between Fascists and Communists in the locality. Tautly written with irony, compassion and absolutely no sentimentalising of the situation.

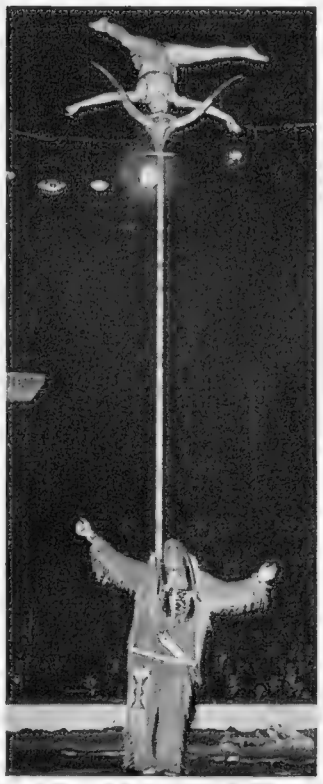
Vernon Fane

STUART MUSEUM (DOMESTIC)

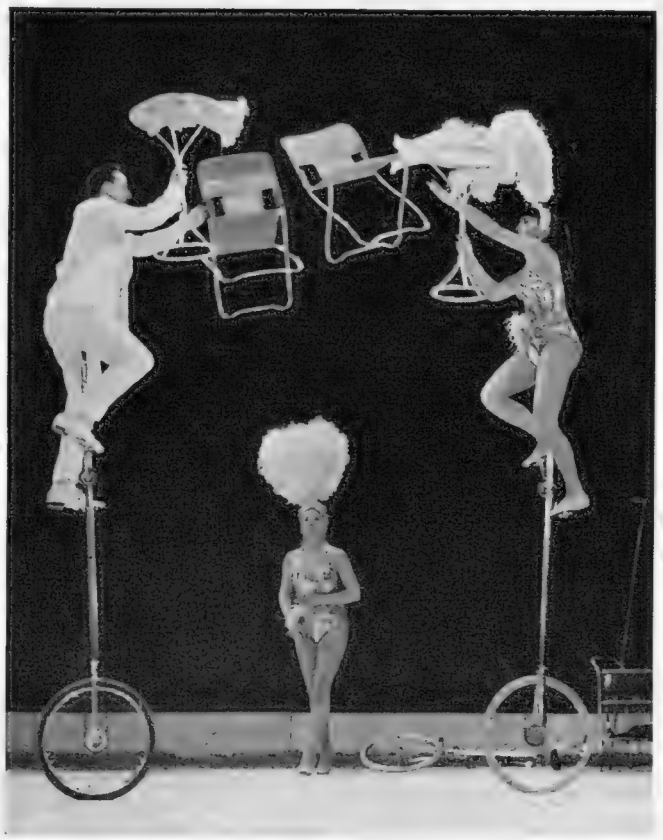
Miss Elizabeth Burton, with her invaluable ally, Felix Kelly, made a great success of the Elizabethans at home. In her JACOBEANS AT HOME (Secker and Warburg. 36s.) she is every bit as readable, as lively, as thorough with the domestic life of the Jacobeans and Stuarts. Her " argument " propounds that this period saw the transition from medieval to " modern " England, and certainly some of her exhibits were heralds of the marvels of our own day. She certainly paints a pleasanter picture of the common lot of those who lived in her period than does Macaulay in his famous " Chapter iii "—at any rate as regards the upper crust.

To fill her museum she has gone far and wide and delved into hidden cupboards and caves. Her book is so crammed with information on matters basic and rare and curious that I wondered why so much of it was relegated to footnotes; for the wealth and variety of information selected for the text seem not always more relevant than that relegated to footnotes. But that is to cavil. In big print or small she gives us value for money and stimulates and satisfies our interest in the period by her wide range and her lively style, while once again Mr. Kelly's art admirably illustrates her discourse. It is a book confidently to be recommended to the ever-growing numbers who visit English country houses and thereby develop a growing interest in the manner of life of those who built and lived in them, or under their shadow and influence.

John Gore



The Tacomas from Germany in their perch act. **Right:** One of the circus's elephants

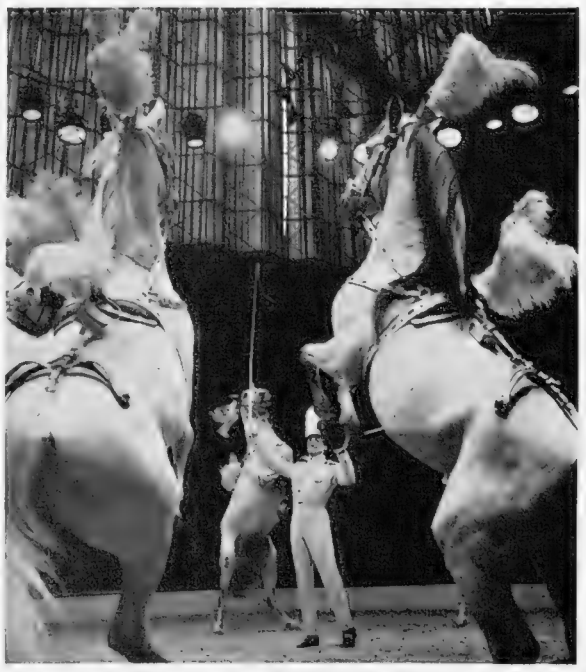


The Morles unicycle group in their juggling act

THE BERTRAM MILLS CIRCUS

at Olympia, London

As is now traditional, Bertram Mills Circus has found a number of acts new to London for its Christmas season. One of the special triumphs of circus performers is the ability continually to extend the possibilities of their art, by combining at the same time the breath-taking and the contemporary. The Four Peters from Hungary, for instance, arrive through low clouds in a space ship to carry out their aerial acrobatics. There is a full programme of acrobats, trapeze artists and high wire acts, as well as the animals—lions, tigers, leopards, panthers, sea lions, elephants, horses and chimpanzees. Presiding over the clowns is the famous Coco. And, above all, for children there is the unique magical atmosphere of the Big Top.



Mexican Fiesta with the Schumann horses

Tigers in Knie's mixed wild animal group

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

W. H. Sharland

Mr. William Sharland, F.C.A., has been Deputy Chairman of the Powell Duffryn Group since 1958. Until the nationalisation of the coal industry in 1947, Powell Duffryn had been the largest owners of coal mines in Britain. Since then it has been re-shaped and is now a £41,000,000 organisation with extensive interests in coal and fuel oil distribution, shipping, heating and air conditioning, engineering and timber. Mr. Sharland is also Chairman of Corrall & Associated Companies Ltd., one of the largest fuel distribution groups in the South of England, in which Powell Duffryn has a controlling interest. Born in 1905 and educated at Dulwich College, William Herbert Sharland qualified as a chartered accountant in 1928. He joined Powell Duffryn Associated Collieries Ltd. in 1935 as Assistant Secretary to the Committee of Management. During the Second World War, Mr. Sharland was in charge of that part of the Central Secretariat of the Powell Duffryn Group which remained in London. In 1947 he was seconded by Powell Duffryn to the Managing Directorship of Corrall & Associated Companies Ltd., then known as Associated Coal & Wharf Companies Ltd. Since his return to Powell Duffryn as Deputy Chairman, he has played a major part in the re-development of the Group and, in particular, in the building up of its Heating and Air Conditioning interests. Mr. Sharland recently became a Director of the Group's latest acquisition, Hamworthy Engineering, which specialises in pumps and compressors, oil burning equipment and hydraulic products. He is a member of the Council of the Coal Utilization Council and has been Chairman of its Service Committee since 1955; and a member of the Council of the Institute of Directors. Married, Mr. Sharland lives near Godalming in Surrey. His hobbies are golf, gardening and fishing

EARLY DECISION ON THE CHANNEL

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Optimism is one of the essential qualities for promoters; but there seems to be more than wishful thinking in the assurance that advocates of the Channel Tunnel are now beginning to manifest, both in London and in Paris. They seem fairly certain that they have convinced the committee of British and French civil servants that has been studying the project for some months that if there is to be a "link" across the Channel, it would be better to have a tunnel than a bridge. And they are also optimistic that the two Governments will come down in favour of a link.

The committee of civil servants appears only just to have presented its report to ministers in the two countries, and no firm decisions by the Governments are even rumoured, as yet. But the enthusiasts are convinced that a decision in favour of the link will come moderately soon, regardless of whether Britain goes into the Common Market or does not. And some more sober witnesses who have had to look closely at the projects, in British and French transport, are inclined to agree.

In the middle of this year, it was argued that the French Government was ahead of Britain towards making up its mind: indeed, that it was already more or less committed to the link, though still uncommitted about which kind it should be, while Whitehall was much more cautious. That may have been so then. Now the hints are that the French Government is tending to bring up more reasons for delay and further examination than the British.

The civil servants, at any rate, have been concerned with examining the economics of the two different kinds of proposals, and the long-term forecasts of possible traffic across the Channel upon which these economics are based. British estimates were made well over a year ago; some French figuring, which appeared more recently, was on the whole more optimistic. It might be said that it needed to be—because this figuring was connected with the project for a bridge, which costs more and which therefore needs a more rapid build-up of traffic before it can begin to break even with its interest, depreciation and running costs.

Nobody who has studied the project closely seems in continuing doubt that traffic would eventually build up at least to the level of the lower ("original British") estimates. How soon, is one question; another is how long on this reckoning a tunnel would remain adequate for the further accumulation of traffic? The tunnellers argue that the minimum break-even flow of traffic could be reached fairly rapidly, in their case; and that past that point the tunnel would retain considerable reserves of capacity. The bridge would have a larger capacity from the outset; but it would take correspondingly longer to justify.

The tunnel, from the beginning, would carry road traffic on railway flat cars; though there would be some elasticity in its speed and frequency, these could not be increased indefinitely. The bridge, which would begin with one road traffic level and perhaps a railway level as well, would for this very reason have perhaps more elasticity; if capacity on both the road and rail came under pressure, it would always be possible to adopt rail movement of road vehicles on the former road level as well.

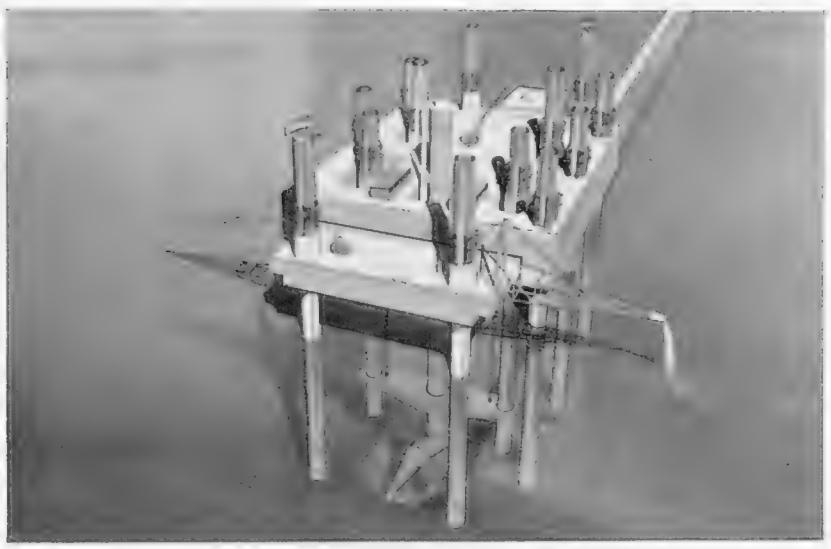
Technical arguments about the two kinds of Channel link do not seem to have thrown up anything absolutely to preclude either. One that seems to have loomed larger on closer study is the question of navigational hazard. The English Channel and in particular the Straits of Dover constitute one of the busiest sea traffic lanes in the world, with winter weather conditions that often mean low visibility; this is the area in which the notorious "radar-assisted collisions" have become moderately frequent. Adequate warning systems could no doubt be built into a bridge; still, the shipping industry is not anxious to have any more navigational factors, requiring even further vigilance, built into the Channel.

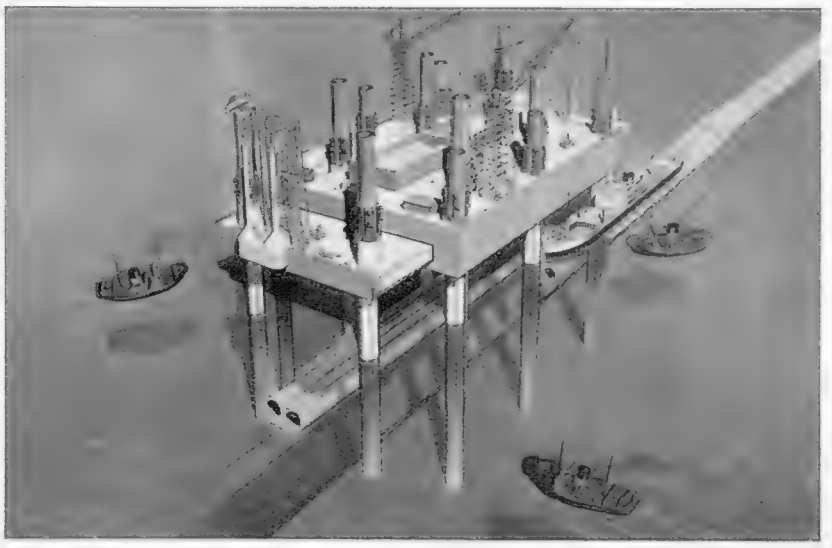
Estimates of capital cost for the bridge are in the region of £200,000,000, against little over £100,000,000 for the tunnel. The tunnellers began by requiring heavy government support for their project, though they later scaled down their estimates of the guarantees needed from the Governments. The bridge scheme was projected on the basis of private financing; but it too required some guarantees of return.

Both the schemes would rely significantly upon the financial participation of the railway systems of the two countries. The rail authorities understandably favour the tunnel, in that this would take all the traffic across on rail cars from the outset; cars and lorries would go on special vehicle trains with terminals designed for very quick loading and unloading, while there would be special freight and passenger expresses (pulling the rail journey from London to Paris down, it is hoped, to some four hours). In the case of the bridge the railways would presumably operate on one level of a two-decker bridgeway; but the tendency, inevitably, would be for most road vehicles to prefer to go across under their own power. This would make a sharp difference to the economics of the railway link, which would account for a sizeable proportion of capital cost; its use only for what would normally go by rail, plus "overflow" vehicles from the road deck, would be much less attractive commercially.

One factor in the consideration of British and French Railways that makes them anxious to have a decision as quickly as possible concerns the Channel crossing transport of today, not of tomorrow. It will take six or more years to get either Channel link completed—from the time that Ministers take a decision, not as they sometimes seem to assume, from the time when they first started talking about the idea. During that six years cross-Channel traffic is likely to go on growing; indeed on moderate assumptions about a growth in trade with Europe and in the number of British and French people able to consider the trip for holidays, one might expect the rate of growth in travel along this route to quicken.

At present, there are 31 railway Cross-Channel ferries in operation, and at holidays they are crammed pretty full. If the build-up were continuing without the prospect of a Channel link for wheeled vehicles, then the railway authorities would already by now have placed orders for further boats, to replace and replenish the capacity. With the decision on a tunnel or a bridge still in the air, they have not done so. The existing ferries get steadily older and less adequate to the quantity of traffic; in a few years' time, customers' complaints may mount. Leave it much longer, and the railways will have to order fresh boats—even knowing that there is certain to be a sharp fall away in the marine traffic once the new link is opened. But if they do, the same customers who complain about not being able to get a berth will put on their other complaining caps, as taxpayers, about misplanned nationalised investment.





Artist's impressions of a walking dredging platform and **right:** a walking tube laying platform laying a Channel Tunnel as proposed to the Channel Study Group by an international consortium of French, British and U.S. companies. This includes Richard Costain Ltd.; Swan, Hunter and Wigham Richardson Ltd.; and Balfour Beatty Ltd.

REFITTING THE CHANNEL SHIPS

By **JOHN STEEL**

Chairs in the process of being reconditioned in the sun lounge of *Invicta*

In the upholstery shop at Southampton repairing settees and, **right:** an armchair

S.S. *Normannia* in one of the dry docks at Southampton

Two cross-Channel ships in dry dock during their annual refit by the S.R. Marine Wo shops

" You will not find finer workmanship on the Clyde, the Tyne, or at Belfast," said Mr. L. F. Miller, the Manager of the Southern Region's Marine Workshops at Southampton, as he took me through the 4,191-ton S.S. *Invicta* of the Golden Arrow service which was undergoing a major refit. Mr. Miller is a Marine Engineer who has had over 42 years' service with British Railways and I could well believe him as I watched his men carrying out a variety of specialised tasks, from the examination of the blades of the turbines to checking lifeboat equipment and the machinery for operating the stabilisers.

Many of the men who work in Southampton's shipyards are descendants of the famous shipbuilders who built Britain's warships for Trafalgar at nearby Buckler's Hard. The S.R. Marine Workshops were opened in the docks by the old London and South Western Railway Co. at Northam in 1903 and reorganised in 1923. There is no job on any cross-Channel passenger or cargo ship which cannot be undertaken within the limits of the available machine capacity. Smaller establishments are maintained at Dover, Folkestone, Newhaven and Portsmouth, but Southampton handles by far the largest share of the maintenance of the fleet.

There are 15 Southern Region passenger ships engaged on the cross-Channel services including the *Maid of Orleans*, 3,777 tons, normally on the Dover-Calais or Folkestone-Boulogne passage; two train ferries, the *Hampton Ferry*, 2,989 tons, and *Shepperton Ferry*, 2,996 tons, on the Dover-Dunkirk service; the *Caesarea* and the *Sarnia*, both 4,174 tons, on the Weymouth-Channel Isles route; the *Brighton*, of 2,875 tons, and *Londres* of 2,444 tons, plying between Newhaven and Dieppe; the *Normannia*, of 3,543 tons, and the *Falaise*, of 3,710 tons, which sail between Southampton and Le Havre and St. Malo in summer. In addition, there are the *Lord Warden* and the *Maid of Kent*, which ferry cars between Dover and Boulogne as well as six cross-Channel cargo ships, the largest of which is the *Winchester*, of 1,149-tons, and ten passenger and motor-car ferries operating between the mainland and Isle of Wight. The total fleet has a tonnage of over 60,000 g.r.t.

Ships come at regular intervals to Southampton for annual overhaul and general repairs such as damage to hull, propellers, or rudder. A constant war against corrosion has to be waged, and painting and scraping must go on continuously in order to keep this worst enemy of the Marine Engineer within reasonable limits. Over 3,200 gallons of paint and 90 cwt. of white lead are used every year for this purpose.

All Southern Region cross-Channel ships undergo a quinquennial load line survey, and annual inspection for endorsement of Load Line

champton. Moored in background is S.S. *Falaise*

Certificate; every passenger vessel must also have an annual Ministry of Transport survey for renewal of Passenger Certificate. Periodical boiler cleaning, decarbonising in the case of motor vessels, has also to be arranged although this is generally carried out at the port to which the vessel is attached. Ships engaged on the Portsmouth and Lymington services are subject to Ministry of Transport survey in a similar manner to that applicable to cross-Channel vessels. Normally the annual survey and overhaul of a passenger or cargo ship takes from two to six weeks.

It is imperative that no port is ever left with insufficient ships to operate its service, so provision has to be made for relief ships sometimes from another port to take over specified duties. For instance, the survey of the S.S. *Invicta* is always arranged when the *Maid of Orleans* or one of the Channel Island steamers is available as a relief.

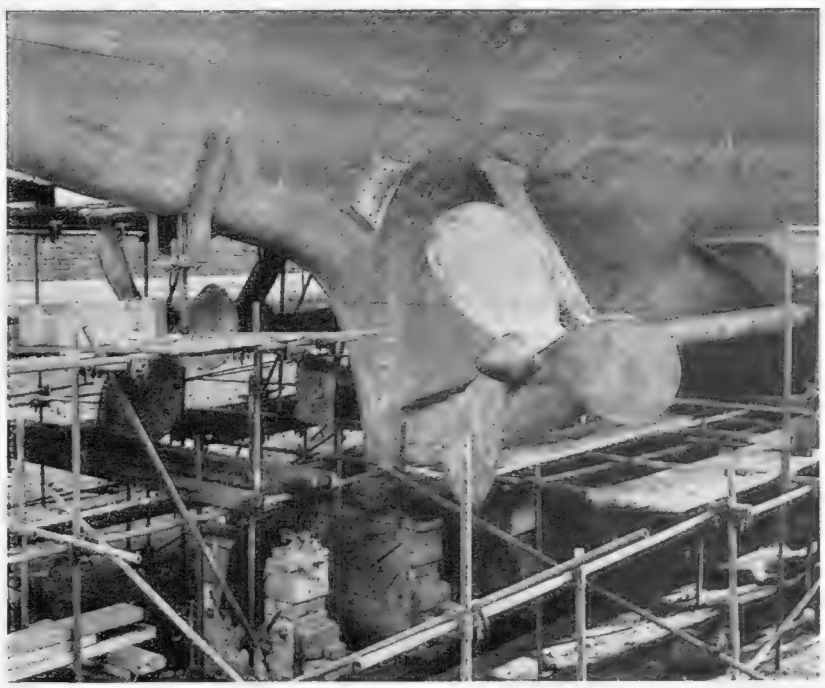
Extremely careful planning is necessary so that the work at Southampton is spread over the year as evenly as possible; there are bound to be more ships in for survey during the winter than during the summer season when every available ship is pressed into service. To ensure the highest degree of efficiency in the smooth running of the workshops, close liaison must be maintained with the Dock Master at Southampton Docks regarding arrangements for dry docks and berths.

Occasionally, the Marine Workshop is called upon to carry out an emergency repair as, for instance, when the S.S. *Brittany* was holed through striking a submerged rock while operating the inter-Channel Islands service. Shipwrights and bricklayers were called out the same night and travelled to Jersey taking with them the materials considered necessary for a temporary repair. At low tide when the ship was dry, a cement box was constructed over the damage, and the ship made watertight. She was then able to proceed to Southampton under her own power where permanent repairs were effected in dry dock.

Finishing trades, including upholstery, carpentry, and paint shops, come under S.R. Marine Workshops jurisdiction, with craftsmen who, in some cases, have spent a lifetime in the service of British Railways. The wide difference between summer and winter activities necessitates a large build-up of the labour force in these and all other shops during the winter repair season.

When one sees the apparent chaos inside a ship like the S.S. *Invicta* one wonders how she will ever go to sea again. The impossible seems to be achieved in a miraculously short space of time and almost before one realises it she will be sailing down Southampton Water to her home port as another vessel arrives to occupy her vacant berth.

Preparatory work before painting the stern of S S. *Winchester*



The propellers and keel of a dry-docked cross-Channel cargo ship

Work in progress on the renewal of steel plating

INDUSTRY AND THE STOCK MARKET

H.P. HOPES

By "THE SPHERE" CITY CORRESPONDENT

The first tentative signs have begun to appear of the long-awaited recovery by Britain's hire purchase finance companies. Lloyds and Scottish Finance, which is controlled jointly by Lloyds Bank and the National Commercial Bank of Scotland, has reported doubled profits. Western Credit, which is linked with the leading City house of Hambros Bank and Phoenix Assurance, has resumed the payment of ordinary dividends. Now, Sir Mark Turner, speaking as chairman of Mercantile Credit, tells shareholders of a sharp profit expansion and reports substantially higher profits during the early months of the 1962-63 financial year.

Until recently, falling profits, bad debt losses, notably on motor-car business, and large dividend reductions were widespread among all the large finance houses. Their problems began with the ending of the credit squeeze in the summer of 1958. With complete freedom to lend money for the first time since the war, the H.P. finance houses extended generous loans to some borrowers whose credit status proved doubtful. The general check to economic expansion in 1961 reduced the amount of profitable business available, at a time when the H.P. finance companies were suffering from growing competition and high interest rates on the funds they employ—while some of the poor quality business taken in during 1958-59 began to reduce profits.

As soon as the extent of bad debts was realised—and fraud, especially on motor-cars, added to defaults—all major finance houses pruned their business. But the benefits of this pruning could hardly begin to appear until the finance houses' turnover, in the sense of outstanding hire purchase balances, had begun to recover. After a generally static period during 1962, Mr. Maudling's purchase tax cut on cars last November promises to bring more business for the H.P. finance houses. A large part of their turnover represents the financing of cars, mainly new. The Lombard Banking Group, one of the largest H.P. finance houses, claims to finance 10 per cent. of all new cars traded on H.P. in this country.

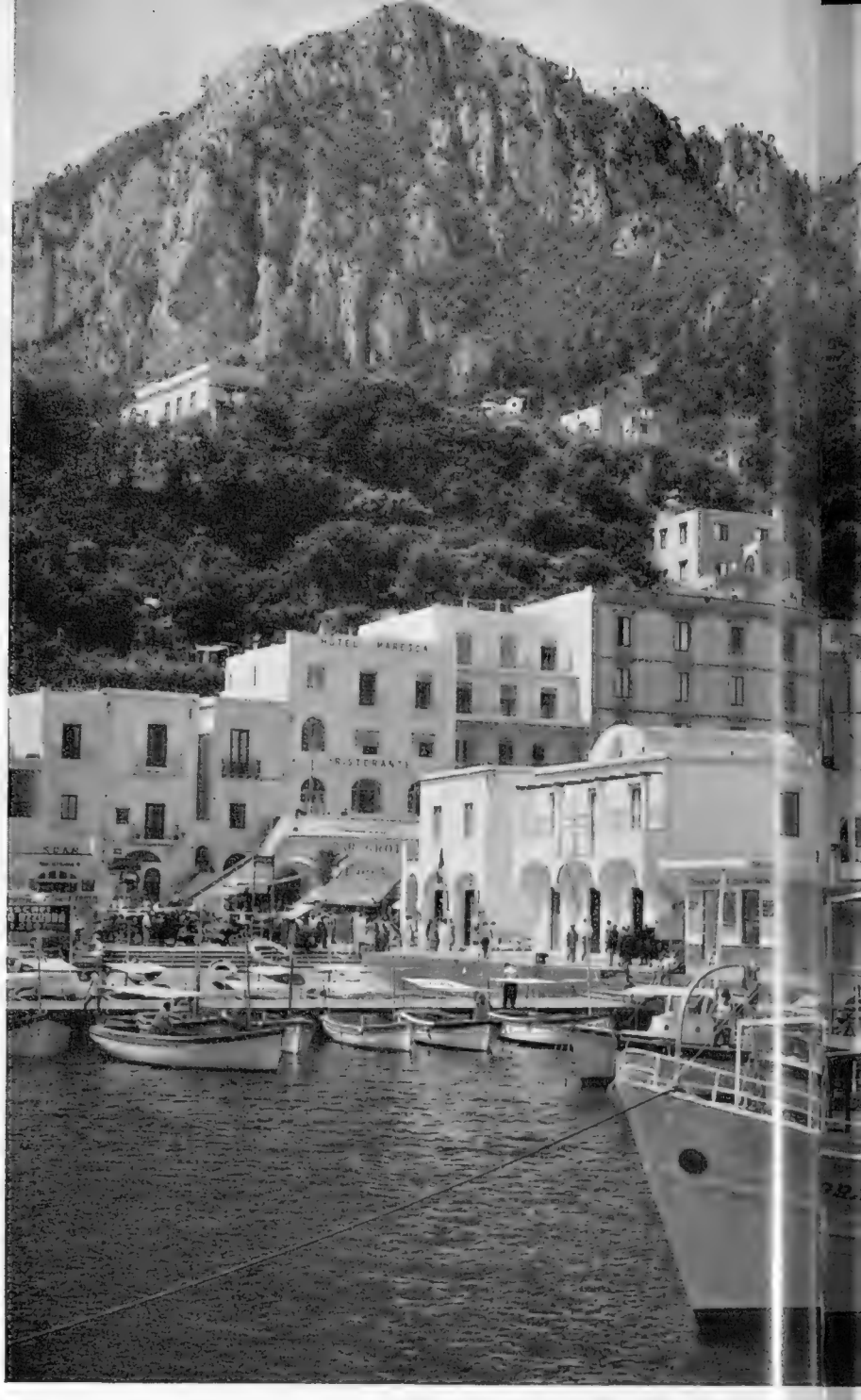
Easily the largest of Britain's hire purchase finance companies is United Dominions Trust, a £200,000,000 concern founded by Mr. J. Gibson Jarvie between the two wars with the backing of the Bank of England. Despite its size and its wide spread of interests, U.D.T. suffered severely from the industry's problems in recent years. Between 1960 and 1962 net profits of just over £1,500,000 were replaced by a small loss, although shareholders' dividends were maintained at 26½ per cent. As U.D.T.'s current 12-month trading period runs to June, shareholders can expect a substantial improvement on the past year's results. Lower Bank rate alone (Bank rate governs other short-term borrowing and lending rates) should help profits. Speaking last summer, Mr. Jarvie told shareholders that the use of funds cost U.D.T. an extra £2,000,000.

A sharp profit decline has also been reported by Lombard Banking. This is the £100,000,000 group headed by Mr. E. G. Spater, the only major house not closely linked to one of the joint stock banks. (Barclays have a share stake in U.D.T., while Westminster and Martins have a joint holding in Mercantile Credit.) Lombard's profits fell from £800,000 after tax in 1959 to less than £150,000 in 1961, and shareholders' dividends have also suffered. Their rate was cut back from 19 per cent. to 10 per cent. last year, and the mid-year payment has since been halved. Mr. Spater and his co-directors issued a cautiously worded statement with the interim dividend, stressing the need for additional provisions in certain group companies.

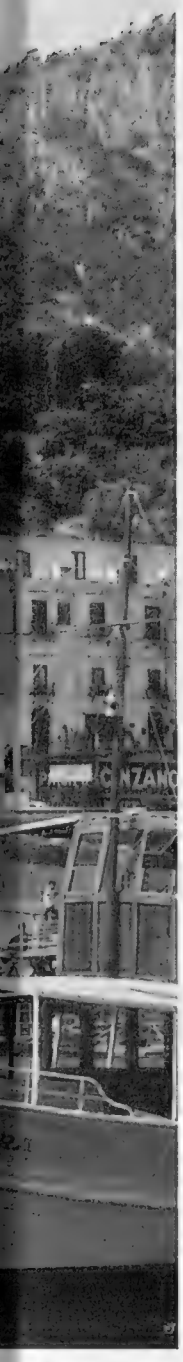
Both U.D.T. and Lombard, two of the largest finance houses, have their shares quoted on the London stock exchange, but all the capital of Lloyds and Scottish Finance is held by its two sponsor banks. For Lloyds their stake in Lloyds and Scottish does not represent a large part of total assets. Quite apart from their large banking business, Lloyds have a share interest in Bowmaker, another of the larger finance houses. But for National Commercial, Lloyds' other partner in Lloyds and Scottish, the H.P. interest is relatively much more important.

People who remain impressed by the long-term potential of hire purchase finance, but who prefer the stability of traditional banking business, should find National Commercial shares a useful medium-term holding. These can still be bought about 10s. below their 1962 peak level, at rather more than 50s., offering just over 3 per cent. This is closely in line with yields on other bank shares, while National Commercial has the extra growth attraction of its half-share in a reviving H.P. finance group.

A rather higher return, of about 3½ per cent., comes from U.D.T. shares. The directors' policy of maintaining the dividend rate while profits fell has eaten into reserves, but the prospect of a dividend increase cannot be ruled out over the medium term. For Lombard Banking, by contrast, estimating the likely 1962 payment is unusually difficult. The 5s. shares can now be bought in the region of 11s., so that a repetition of last year's 10 per cent. dividend rate would give the attractive yield of 4½ per cent. But investors must recognise that, having halved the interim dividend, Lombard Banking directors may also reduce the final payment—and so make a 10 per cent. rate the prospect for 1963.



The Marina Grande, Capri, Italy. **Below:** The Greek island of Mykonos. **Right:** Coaches he B



Brunig Pass, Meiringen, Switzerland

TRAVEL TRENDS

An annual section for "Sphere" readers planning a holiday in 1963

By **GORDON COOPER**

Each year the travelling public is bombarded in the New Year with a flood of elaborate holiday brochures. For 1963, according to my own experience, this publicity has reached mammoth proportions, for in addition to the bigger and colourful productions of the older firms, new travel agents keep springing up like mushrooms, many of them, however, to fade out before long. While some of the newcomers do initiate new kinds of holidays, I consider that the well-established firms are usually more reliable and give greater satisfaction.

Among the changing trends of holiday travel this year, I note the increasing mass of charter flights by travel agents, thus opening up countries quite far afield; the reduction in prices by the scheduled air lines in some instances; the improvement of rail services throughout Europe, although there is also an increase in fares in several countries—Britain, in fact, is not the only place where railways are run at a loss; the ever enlarging scope for sea cruises; the quite extraordinary variety of specialised tours; the popularity of motoring holidays on the Continent, either in one's own car or renting a self-drive car on the spot; and the quite considerable boom in villa renting.

To several of these new trends I make reference elsewhere in the Travel Section. I will now deal briefly with the capriciousness of the travelling public, their complaints, some of the improvements in transport services, and a few of the more unusual specialised tours.

Without a doubt, the crux of a satisfactory holiday lies in hotel accommodation. It is obvious that a third room back is quite a different proposition to one facing the sea or a lake. My experience is, however, that travel agents' clients get exactly what they pay for. Of course, there are some firms which beat down hoteliers over prices, with the consequence that the latter can only recuperate himself by providing meagre meals. The average Briton is far too complacent in this respect, preferring to moan with his companions. My advice, however, is: *complain if you are not satisfied.*

The improvement in rail services includes a speed-up for London-Scandinavia trains. A new train—the Ostend-Scandinavia Express—will give a London-Copenhagen time of less than 24 hours. There are new Rail-Air facilities from London to 23 French towns. Car-trains pamper holiday drivers by easing transportation to more distant spots, and enabling motorists to go farther afield without marathon driving. A new rail route (without any change) will also operate this summer to Salonika, using German D.S.G. Pullman berth coaches. Leaving London on Sunday morning, you can reach Salonika early on Tuesday afternoon—only two nights on the train, compared with the Brindisi route that requires two train nights and two ship nights. Oceanways can supply information on this.

Among unusual holidays my own choice would be to trundle along in a horse-drawn caravan through a Tour of Western Ireland (Galleon Holidays). Others are a round-trip of British Inns (Boswell and Johnson). A bus journey from London to India (Garrow-Fisher), a holiday in Tripoli, Bermuda, Ceylon or Mexico (BOAC; also Sabena for Mexico), a visit to Greenland (Iceland Tourist Information Bureau); then for escapist holidays beyond the scope of travel agents I think of the Tremiti Islands, Sanxais (Poitou), with its delightful inn, Sopocani and Budvah in Yugoslavia, Arrecife (Lanzerote, Canaries), and Gratangen (Arctic Highway, Norway). Switzerland, too, has resorts away from motor roads. In lazy mood, I contemplate some of the tours arranged by Wings, Fairways and Swinford, and Lammin's. But, above all, give me the island of Skye, with its historical associations and the superb Cuillins, and the Tourist Inn at Kasese (Uganda), with its access to the Mountains of the Moon, a golf course with no green fees.

Lastly, for your comfort on holiday: A teaspoon of apple vinegar in a little water is a preventive and cure for possible "tummy" troubles; but in any case insure before leaving home against medical expenses—they can be heavy abroad. I always carry some tea-bags to spike tea-pots abroad, also to make my own early morning and afternoon cup of tea, with the aid of a small Meta saucepan. Earplugs aid sleep, if you have a noisy bedroom—an inside room is usually much quieter, even if you do not get a view. And always be prepared to combat mosquitoes, never mentioned in publicity brochures; Citronella is perhaps the best deterrent. Finally, leave workaday cares and worries behind and do not let them impinge on a well-planned holiday.

Directory

Garrow-Fisher Tours, 56, Wood Street, Kingston-upon-Thames, Surrey.
Iceland Tourist Information Bureau, 161, Piccadilly, W.1.
Boswell and Johnson, 119, Oxford Street, W.1.
Other addresses elsewhere.

Holidaymakers relax on the beach at El Arenal, Majorca

A general view of the French Riviera resort of St. Tropez

The wide sweeping beach of the Plagi di Tahiti at Ajaccio, Corsica

TRAVEL TRENDS

OFFERS FROM THE TRAVEL AGENTS

There is no such thing as the perfect travel agent—but some are better, often much better, than others. In the selection of travel agents' programmes for 1963 I have given the names of firms known to me personally. The customer who comes back again and again to a firm is the most valuable of all advertisements. But if you do have cause for complaint, take the matter up with the Association of British Travel Agents (10, Mayfair Place, W.1), the trade organisation to which the vast majority of reputable firms are linked. Make sure, too, when booking to read carefully the conditions of the agreement between the agent and client; there may be snags hidden away amid a mass of small print.

Cooks (Berkeley Street, W.1). This world-wide organisation will arrange anything from a weekend in Brighton to a world-wide tour. The presence of their offices and representatives in so many places is a great asset in dealing with on-the-spot problems. Cooks' excellent Autotravel department offers a considerable service to motorists, while the travellers' cheques issued by this company have the advantage, in case of loss, of being refunded without delay.

Lunns (36, Edgware Road, Marble Arch, W.2). The holiday centres served by Lunns' King-Flight, King-Coach and King-Train tours are scattered throughout almost the whole of Europe. This year sees the inclusion of six new King-Cruises too: five in and around the Mediterranean, one to the Black Sea. For those living in the north there will be a welcome increase in the tour flights to the Continent departing from Manchester.

Galleon Holidays (W.T.A., Eccleston Court, Gillingham Street, S.W.1). In addition to their immense range of more conventional holiday arrangements in all parts of Europe, this company has established a reputation for its "holidays with a difference," which include pony-trekking, sketching, fishing and rambling. Sketching centres abroad this year include Bruges, Dinan, Palamos and Torbole. Other unusual holiday suggestions include Iceland (with optional extension to Greenland), Turkey and bungalow apartments on the island of Ibiza.

Fourways Travel (Fourways House, 104, New Bond Street, W.1). This company's 1963 programme includes a new series of low-priced "Starlet" tours to some of Europe's most famous holiday areas. Travel is by sea or air to the Continent (channel port), thence coach. Among the suggestions is a 12-day holiday with seven days on Lake Balaton in Hungary. The two nights' travel include one on board the coach, and one in Vienna (Aachen on the return route).

Swans (260, Tottenham Court Road, W.1). Their successful promotion of Rumania last year has led this company to offer three different holidays to that country in 1963. One provides seven days in the Black Sea resort of Mamaia, four days in the mountain resort of Sinaia and three days in Bucharest. The rest of the programme covers its usual wide range, including the holiday village at Marina di Cecina near Viareggio, and "Champagne Swan Wing" holidays—a week in Paris with free champagne on the flight each way!

Poly Travel (309, Regent Street, W.1). Once again a wide range of holidays to all parts of Europe is offered. A popular feature of this company's programme is their house-party holidays on the Continent, and this year a new centre is at Riva del Garda.

Wallace Arnold (8, Park Lane, Croydon). A selection of low-priced tours in Britain and the Continent include a number (in Britain) which cater especially for the elderly.

Flair (Milbanke Tours, 164, Piccadilly, W.1). Among a colourful selection for those seeking the sun, I note three centres in the comparatively little known Algarve region (southern Portugal). Also included is the charming little resort of Cala San Vicente in the north of Majorca.

Whatley Whittaker (Wigmore House, 10, Duke Street, W.1). An unusual holiday and exotic destinations are combined in this company's 17-day fishing (deep-sea) and hunting (puma) tour to La Paz, Mexico City and U.S. West Coast. Other suggestions embrace island-hopping in the Caribbean or, nearer home, Malta, Italy or Spain.

Lord Brothers (54, Regent Street, W.1). Air holidays to the sun include a small and lesser-known centre in Majorca: Cala d'Or. Among other sunshine areas in this company's programme are the Bay of Naples, Yugoslavia and the south of France.

YTC Universal (62, Hope Street, Liverpool, 1). An interesting range of holidays for the under-thirties in many parts of Europe. Also an overland trip to India.

American Express (6, Haymarket, S.W.1). Among this vast organisation's facilities, mention should be made of the travellers' cheques issued by them for use in any part of the world and also, in case of loss, promptly refunded. Apart from their many organised tours, this company is, of course, a leading source of advice and assistance on all aspects of travel in North America.

Exchange Travel (23-24, The Royal Exchange, Threadneedle Street, E.C.3). A particularly interesting selection of weekend tours include a long weekend pilgrimage to Lourdes, teen-age weekends in Ostend and friendship weekends for single people.

Wings (48, Park Road, Baker Street, N.W.1). This company offers a high standard in holidays by air to some of the loveliest sunshine areas, mostly in and around the Mediterranean. A well-planned coach tour of Tunisia embraces many of the most fascinating features of that interesting country: Tunis, Kairouan, Tozeur, Djerba, Sfax and Monastir. Among their new destinations in 1963 are resorts on the Black Sea.

Horizon Holidays (17, Hanover Street, W.1). Well-organised holidays by air, with the emphasis on the coast and islands of the Mediterranean include Sicily, Corsica, Sardinia and Minorca. Air-coach leisure tours are another feature, with travel by air, followed by a combination of touring by luxury coach with several days in a resort. An example is a 15-day holiday flying to Toulouse and back, touring the Pyrenees and with seven nights at Sitges. This firm caters particularly for those who do not wish to be over-organised.

Inghams Travel (26, Old Bond Street, W.1). This company are well known for their excellent arrangements in Austria, but their programme also covers Spain, Switzerland and particularly Italy. A special feature

are their two-centre holidays, combining sea, lake and mountain, while many irritating extras, such as beach charges, are covered by their all-in prices.

Wayfarers (20, Russell Square, W.C.1). Among a wide range of holidays, I note this company are offering special arrangements to combine a holiday in St. Johann in the Austrian Tyrol with an attendance at the haunting Erl Passion Play, less well known than Oberammergau, but equally moving.

R.A.C. Travel Service (66, Haymarket, S.W.1). This organisation, whose services are not restricted to members of the R.A.C., offers a good selection of all-in holidays with travel by air. Among new destinations in 1963 will be Dubrovnik and Montenegro, while the company's arrangements to Amalfi, which proved so successful last year, will also offer alternative combinations with Venice/Rome and Capri/Rome.

R.A.C. Touring Services (P.O. Box 92, Cross Road, Croydon, Surrey) provide assistance on all aspects of motoring holidays, including hotel bookings. Their 1963 programme details a number of pre-planned car holidays in which all-in prices are quoted for transport of car and passengers, demi-pension accommodation en route and full board.

during which you are free to travel where you please. New destinations in 1963 are Basle, Bergen, Bordeaux, Catania and Palermo.

Bachelor Holiday Parties (85, Duke Street, W.1). Sensibly arranged holidays for single people who would otherwise travel alone; there are centres in Spain, the Balearics, Italy, Portugal and three cruises.

P.G.L. Holidays "The Boat House," Commerce Lane, Letchworth, Herts). Holidays for enterprising young people or adults offer such possibilities as pony-trekking, canoe-camping, sailing and water ski-ing. An interesting example consists of canoeing down the Rhône Valley with a week on the Mediterranean at La Couronne.

Murison Small (25, Shaftesbury Avenue, W.1). All-in villa parties with the emphasis on the under-thirty-fives are centred in Spain, Italy and Greece. Free excursions by minibus are provided at all villas—and free wine at dinner.

Positano Art Workshop (Palazzo Murat, Positano, Salerno, Italy). This popular centre is entering its 11th year, with art instruction under the orange trees in one of the loveliest spots in Italy. From mid-May.

Academy Travel (17, Tottenham Court Road, W.1). An exceptionally fascinating range of special-interest holiday suggestions

Austria: F. and W. Ingham Ltd., 26, Old Bond Street, W.1.
Belgium: Belgian Travel Service, 83, Chester Square, S.W.1.
East Europe: Progressive Tours Ltd., 100, Rochester Row, S.W.1 (also China and extending for the first time to Cuba); Fregata Travel Ltd., 122, Wardour Street, W.1 (especially Poland); Contours Ltd., 72, Newman Street, W.1; Academy Travel, 17, Tottenham Court Road, W.1.
France: French Travel Service Ltd., 48, Brook Street, W.1 (including holiday villages at St. Aygulf and in Corsica); Contours Ltd., 72, Newman Street, W.1 (especially lesser-known France including the Tarn Gorges and Ardèche).

Germany: German Travel Bureau, 67, Grosvenor Street, W.1.
Greece: Gellatly, Hankey and Co. Ltd., 23, Pall Mall, S.W.1 (tours also combined with east Mediterranean countries); Fairways and Swinford (Travel) Ltd., 18, St. George Street, W.1 (including Hellenic Cruises); Oceanways Ltd., 23, Haymarket, S.W.1.
Holland: Friendship Tours Ltd., 72, High Street, Teddington, Middlesex.
Israel: Peltours Ltd., 29, Duke Street, W.1.
Italy: CIT (England) Ltd., 10, Charles II Street, S.W.1 (special economical tours; also holiday villages at Fregene, near Rome, and Piombino).

Norway: Visit Norway Ltd., 1, High Street, Camberley, Surrey (completely new aspects of Norway introduced by an enterprising company, including hiring of mountain chalets, Norwegian design; also Bergen Festival and blossom-time tour); Bergen Line, 21-24, Cockspur Street, S.W.1, and Fred Olsen Line, 33-34, Bury Street, E.C.3, offer many tours in conjunction with their regular shipping services to Norway.
Scandinavia generally: Bennett's Travel Bureau Ltd., 11, Grand Buildings, Trafalgar Square, W.C.2 (excellent range, including holidays in Iceland and Finland).

Spain: Fairways and Swinford (Travel) Ltd., 18, St. George Street, W.1; Spain Only Ltd., 93-97, Regent Street, W.1.
Switzerland: Swiss Travel Service, 63-69, Ebury Street, S.W.1 (including Liechtenstein).
Yugoslavia: Anglo Yugoslav Travel Service, 6, Rupert Street, W.1 (including new centres on Montenegrin coast, Istria; also new departures from Manchester).

The Cibeles fountain in Madrid

The Neptune fountain in the Spanish capital

SOME SPECIALIST AGENCIES

Erna Low Travel Service (47, Old Brompton Road, S.W.7). This enterprising organisation needs no introduction for its wide variety of original ideas. The 1963 arrangements include possibilities for lovers of music, art, flowers, archaeology, painting, food, languages. Unusual, too, are the slimming holidays organised, ironically enough, in France, while the company is to be commended for its special holiday arrangements for the blind in Austria.

Travel Counsellors (139, Kensington High Street, W.8). The 1963 programme of the Club Mediterranée, for which this company is the British agent, introduces a newcomer to its series of excellently run holiday villages mostly sited in and around the Mediterranean. It is Villa Alhucemas, between Mellila and Tetouan on the Moroccan coast.

Harold Ingham (15, St. John's Road, Harrow, Middlesex). The emphasis of this company is on summer schools (art and architecture, painting, language courses) and music festivals, from Athens to Bayreuth. Language courses include German, Spanish, Italian, French and Russian in the appropriate country.

Lane's Travel Service (251, Brompton Road, S.W.3). Through this company's fly-and-self-drive arrangements, you travel by air to one of several destinations where a self-drive car is at your disposal for 14 days include speleology in Rumania, a naturalists' tour to the Danube Delta, vegetarian holidays in five different centres on the Continent, pottery and archaeology in Cyprus and a holiday on little-known Lanzarote (Canaries).

En Famille (1, New Burlington Street, W.1). This company specialise in exchange visits or paying guest arrangements with families in many countries in Europe.

Ramblers Association (48, Park Road, Baker Street, N.W.1). An interesting programme includes flower studies in the Dolomites and Bernese Oberland, painting and sketching on Lake Garda. Walking enthusiasts are catered for in a number of excellent tours ranging from Madeira to Lapland.

Special Interest-Holidays (140, Eastcote Road, Pinner, Middlesex). Horse-drawn canal cruises are one feature of this organisation's programme, which also specialises in all kinds of water sports and canoe-camping.

World Sport and Travel (Lairdways, 198, Sloane Street, S.W.1). Sporting holidays of every kind embrace fishing, riding, underwater swimming, sailing, gliding, mountaineering and special fitness camps in countries ranging from Sweden to Poland. Among many innovations this year are a riding tour in Iceland and fishing in Yugoslavia. There is also a possibility of attending a course at the International Olympic Academy in Greece.

Looking towards the Sun Mountains over Tunugdliarfik Fjord in Greenland

TRAVEL TRENDS

A CHOICE OF CRUISES

During 1963 the variety of cruising programmes at tempting prices has been considerably increased. There are three kinds of sea cruises: the first consists of voyages where the main purpose is for the passengers to enjoy themselves on board ship, although certain standard ports are called at for shore excursions; the second category relates to cruises with a purpose, such as those organised to cover Hellenic interests; while the third type is for those content to travel on a freighter, with a minimum of organised entertainment and a restricted number of fellow-passengers.

Generally speaking the large-ship cruises are run by companies who maintain high standards of service, but in the second class I have mentioned there is sometimes much to be desired. At the same time the fact that almost daily calls are made at interesting ports compensates for any inconvenience suffered aboard, while many of the places on the itinerary would often be difficult of access—at least within a limited time. Last year, for instance, I made a cruise on a ship on which conditions were very bad; still, as I was able to see several fresh places in the eastern Mediterranean I was satisfied; and I still carry fond memories of the hot bath which greeted me on return to Venice, also the superb dinner at La Fenice, followed by a coffee at Florian's. Often, however, the meals on board compare most favourably with the best you get on land.

Before detailing the main opportunities for a holiday afloat, take my advice and book early, especially if you seek passages at the minimum rates—these get taken up quickly. But don't expect the same degree of cabin comfort at the lowest prices compared with what is available at higher rates. It often is more satisfying to pay a higher fare.

P. & O.-Orient: Using eight liners, this line offers 23 different cruises in 1963. Most have the Mediterranean as their goal with visits to some well-known ports. On occasion there are itineraries embracing Atlantic Islands (Madeira, Canaries and Azores), while on August 25 there is a cruise to New York, allowing two-and-a-half days and three nights there, using the ship, if desired, as a floating hotel. With a minimum fare of £82 for the round trip, *Canberra* (the fleet's flagship) provides the cheapest possible way of visiting the New World.

Royal Main Lines: Between March 9 and the end of 1963 the cruise-ship *Andes* will carry out 12 cruises, mostly of 21 days' duration. The ports of call include many in the Mediterranean. Other cruises sail to the Caribbean, Bermuda, Florida, the Baltic and the West Coast of Africa. Repeat bookings by former passengers is the best testimony of this line's success.

King Cruises: (Lunn's) Six 17-day cruises in the *Hermes* (Epirotiki Lines) visit Italy, Yugoslavia, Greece, Lebanon, Cyprus, Israel, Jordan, Syria, Turkey, Bulgaria, Rumania, Russia (Yalta, Sochi and Sokhum) and Egypt. Prices are from 79 gns. to 185 gns.

Milbanke Tours: Operating the *Romantica*, Milbanke Tours offer 14 cruises of a fortnight's duration to the Isles of Greece and Turkey, and a spring and three autumn cruises of three weeks to Greece, Egypt and the Lebanon. Departures in all cases are from Venice, and fares range from 127 gns. to 284 gns. (London back to London).

Bergen Line: Four 18-21-day cruises on the *Meteor* are to eastern Mediterranean, and seven shorter cruises travel to northern waters, two including calls at Spitzbergen and to the Polar Pack Ice, while on August 24 there is a 17-day cruise to six northern capitals, passing through the Kiel Canal into the Baltic, with Leningrad (excursion to Moscow) as one of the ports of call. From Gdynia there is also time to visit Warsaw. This line also operate the ever-popular Norwegian coastal voyages.

Hickie Borman: Six cruises to the Greek islands and eastern Mediterranean are to be operated, using Jadrolinija Line vessels. The programme of 15-day voyages will last from March to October, and the minimum tariff ranges from £65 to £75 according to the sailing dates. Departures are from Venice, but the arrangements include travel from London.

Swan's Hellenic Cruises: The seven itineraries chosen for 1963 are being made by the *Ankara* of the Turkish Maritime Lines.

Meteor 4 of the Bergen Line in a Norwegian fjord

The 45,270-ton P. & O.-Orient passenger liner *Canberra* at New York

They cover much the same routes as in previous years, including, on occasion, calls at Antalaya (Turkish Riviera), Pergamon and Ephesus. One cruise, too, permits of an excursion by air to Petra (Jordan), also on this same cruise to Krak des Chevaliers (Syria), the strongest of all Crusader castles. As usual, there is a distinguished list of guest lecturers. Prices, inclusive of transportation from London to Venice, are from 105 gns., but this is for dormitory accommodation. For a cabin with two beds expect to pay from 180 gns.

Fairways and Swinford: This agent offers only one Hellenic cruise in 1963, sailing from Marseilles by the *Moledet* of the Zim Line on April 7. This is a one-class cruise, and inclusive fares are from 101 gns. (six-berth cabin).

British Steam Navigation Company: Once again the B.I. offers 35 educational cruises on the *Dunera* and the *Devonia*. There is a variety of itineraries, including a special pilgrimage to Iona. Although primarily planned for members of schools and youth organisations, adult passengers seeking a cruise with a difference are eligible.

Nomikos Lines: Two cruises sail each week on Mondays and Thursdays from Piraeus in the *Delos*. The ports of call include Rhodes, Herakleion (Crete), Santorini, Delos and Mykonos. The cruise rates are from £18 (four-berth cabin).

Oceanways: A specialist firm for cruises in the eastern Mediterranean by Greek shipping lines. Noteworthy is their five-day tour to Izmir, with excursions to Ephesus and Pergamon. This firm will also arrange bookings for the ferry boat services between Brindisi and Corfu, Igoumenitsa and Patras.

Clipper Line: The *Stella Polaris* is making in 1963 three cruises to the North Cape and Norwegian fjords, two cruises to the northern capitals and Norwegian fjords, and one cruise to the Mediterranean. D. H. Drakeford is the U.K. agent.

Pacific Steam Navigation Company: The *Reina del Mar* is making a Mediterranean cruise, sailing from Liverpool on August 3. Ports of call are La Coruna, Naples, Villefranche and Lisbon. Economy class fares are from £50, first class from £96.

Nederland Line: The *Oranje*, a 20,000-ton liner, is making three summer cruises, with a choice of Scandinavia, Mediterranean or Canary Islands. D. H. Drakeford is the U.K. passenger agent. Fares from first class £107, tourist class £64.

Royal Rotterdam Lloyd: The large *Willem Ruys* (23,114 tons) is making several summer cruises to the Iberian ports and Atlantic Isles. There is also one into the Mediterranean

(*Continued on page 40*)

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TRAVEL TRENDS

A CHOICE OF CRUISES

(*continued fram page 38*)

Prices are from £75. U.K. agent is Escombe, McGrath and Co.

Epirotiki Lines: Some of this Greek company's cruises are included in the programme of King Cruises. In addition there is a special Mediterranean cruise to Greece and Libya with the option to visit World War II sites, including Tobruk. There are also a Holy Land Easter cruise, with an extension to Jerusalem in Jordan, an Easter classical cruise, and a post-Easter Byzantine cruise, with a call at Mount Athos (for men only on land). Also available every Saturday from April to October are two-day cruises in the Aegean in the *Semiramis*. Sailings are from Piraeus, and ports of call are Hydra, Mykonos and Delos.

Linea "C": Sailing from Nice or Genoa, this Italian line's ships offer cruises, mostly Mediterranean. U.K. representatives are Lissone-Lindeman. This agent also acts for the Costa Line (one Mediterranean cruise) and the Adriatiki Line, with sailings from Venice or Genoa and proceeding to Turkey, with several days at Izmir.

British Railways: S. Region is operating the *Falaise* on four- and five-day cruises from May 3, calling at various Channel ports; fares from £11. Then, Midland Region have cruises by the *Duke of Lancaster*, with sailings from Heysham or Harwich on varied 10-13-day itineraries.

Coast Lines offer short cruises from London to Liverpool.

Inland Waterways: Cruises through Holland and the Rhineland are offered by Yacht Holidays, European Yacht Cruises, D. H. Drakeford, and Cornelder's Travel. British Waterways have five-day cruises between Nottingham and Lincoln, also boats for hire. Blakes is the chief hiring agent for water holidays on the Norfolk Broads.

Then on the Danube you can travel by ship from Passau to Vienna, whence a Russian steamer continues to the Black Sea and, with a change, Yalta.—Fairwinds offer interesting sailing holidays on the Mediterranean, with hotel accommodation and dinghy hire.

Cargo Boats—General: There are many opportunities to voyage on a freighter. I suggest you consult some specialist sea-travel agent, such as Informal Travels or Stelp and Leighton. The National Trust of Scotland is again arranging three cruises — Scottish Gardens and Islands. Bookings through Erna Low.

DIRECTORY

CRUISES
Blakes, 47, Albemarle Street, W.1.
Brinor Travel Service, Marlow House, Lloyds Avenue, E.C.3 (general).
British Waterways (Pleasure Craft Dept.), Willow Grange, Church Road, Watford, Herts.
Cooks, Berkeley Street, W.1 (general).
Cornelder's Travel, 27, Leadenhall Street, E.C.3.
D. H. Drakeford, 60, Haymarket, S.W.1.
Escombe, McGrath and Co., 120, Pall Mall, S.W.1.

The swimming-pool of the casino at Montreux on the shores of Lake Geneva in Switzerland

European Yacht Holidays, 36, Edgware Road, W.2.
Fairways and Swinford, 18, St. George Street, W.1.
Fairwinds, 17, Wilbury Gardens, Hove, 4.
Hickie Borman, 24, Charles II Street, S.W.1.
Informal Travels, 45, Queensway, W.2 (freighter and general).
Lissone-Lindeman, 25, St. James's Street, S.W.1.
Erna Low Travel Service, 47, Old Brompton Road, S.W.7 (general).
Lunns, 36, Edgware Road, W.2.
Milbanke Travel, 164, Piccadilly, W.1.
E. H. Mundy, 87, Jermyn Street, S.W.1. (general agents).
Oceanways, 23, Haymarket, S.W.1. (Greek sailings).
Stelp and Leighton, 9, Fenchurch Buildings, E.C.3 (freighter and general).
Swans, 260, Tottenham Court Road, W.1.
Yacht Holidays, 85, Buckingham Palace Road, S.W.1.

A VARIETY OF COACH TOURS

"Thick as autumnal leaves that strew the brooks in Vallombrosa" is an apt description of the coach tours available this summer. Some of these tours cater for thrifty holidaymakers, others for a more luxurious clientele. I would, however, once again take previous advice to make sure that a chosen itinerary is not too hurried and allows for occasional free days; otherwise you may well return home with jumbled memories of the places visited.

Among the inexpensive tours I suggest you consult the brochures issued by Leroy Tours (Royal Tunbridge Wells, Kent), Lunns, Flair (164, Piccadilly, W.1), Global and Overland Tours (301, Oxford Street, W.1), Swans and Cooks. Other specially recommended firms are Horizon Holidays (17, Hanover Street, W.1), Fourways (104, New Bond Street, W.1), Blue Cars (224, Shaftesbury Avenue, W.C.2), while in the specialist group I would call attention to Lammin Tours (67, Blenheim Terrace, N.W.8) with a most interesting circuit round the little-known Southern Peloponnesus, another along the Southern Faces of the Alps; then there is Fairways and Swinford, with a botanical tour of Greece, a similar kind of tour in Tyrol, a tour of Roman France, and a Mosaic Tour. Linje Tours (U.K. agents: Brinor Travel Service, Marlow House, Lloyds Avenue, E.C.3) offer a variety of itineraries and are international in their clientele.

Nor must I omit the excellent Wings (48, Park Road, N.W.1) who this year have coach tours of Greece, Italy, Sicily, Portugal and Tunisia. C.I.A.T. are specialists for Italy (C.I.T., 10, Charles II Street, S.W.1), A.T.E.S.A. for Spain (U.K. representatives: leading travel agents) and C.H.A.T. for Greece (4, Stadiou Street, Athens). Worth noting too are the long-distance coach services maintained by Europabus, a list of which can be obtained from their London office (Victoria Coach Station, S.W.1). Incidentally, they maintain four departures weekly between Paris and Nice, taking two days, with an overnight stop at Lyons. French Railways (10, Haymarket, S.W.1) can make the necessary reservations.

The lido and swimming-pool on the 27,000-ton cruise liner *Andes*

Decorated boats in the harbour at Kalkara, Malta

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TRAVEL TRENDS

IN THE COTSWOLDS

Most districts in England allow themselves some licence; and the Cotswolds are no exception. Broadly speaking the name is given to the uplands that lie between Stratford-upon-Avon in the north, Chippenham in the south, Oxford in the east, and Gloucester in the west. In the secluded valleys that wind between the gently rolling hills of this area is to be found a countryside which is more truly English than any other in England—to me, memories of mellow villages, ancient churches, historic wool towns, gently flowing streams, and lovely scenery; and it owes its character and charm to the local limestone. In the Cotswolds everything is made of stone, including the dry stone walls dividing the fields.

To see the Cotswolds to the best advantage, the visitor should have a motor-car, although a walking tour can also be recommended. Above all, one must not be in a hurry, so that one can wander off the beaten track and make discoveries, unhampered by timetables or fixed itineraries. Just to follow the lure of names is rewarding—Ampney St. Peter, Coln St. Aldwyn, Stow-on-the-Wold, Bourton-on-the Water, Shipton-under-Wychwood, Chipping Norton and many more.

By following his own haphazard course, the visitor will come to such lovely places as Upper and Lower Slaughter, Adlestrop, Bourton-on-the-Hill and the incredible Chastleton House, a fascinating building, although the interior (open to the public) is somewhat grubby. It has changed little, in fact, since the gallant and hard-pressed Mr. Jones slipped into the secret chamber, and so eluded the Roundhead soldiers who were hard upon his heels.

The larger towns and villages are equally rewarding. They include Cirencester, Chipping Campden, with possibly more beautiful buildings than any other village in the area; Broadway, perhaps the best-known centre, with its Lygon Arms, an excellent first-class hotel; Witney of blanket fame, and Burford. The most convenient centres for the Cotswolds are Cirencester, Stroud and Cheltenham. There are Trust Houses at Cirencester, Fairford, Oxford, Chipping Norton, Moreton-in-Marsh and Cheltenham, while other excellent accommodation will be found at Burford, Chipping Norton, Stow-in-the-Wold, Tetbury, Malmesbury, Chipping Campden and Broadway. Farther afield, but still within easy reach of the Cotswolds, are Oxford, Stratford-upon-Avon, Gloucester and Banbury.

The view from the Market Hall in Chipping Campden

The Bull Hotel at Fairford, and the White Hart Royal Hotel at Moreton-in-Marsh: both Trust Houses

The model village at Bourton-on-the-Water

CROSS-CHANNEL SERVICES BY INDEPENDENT AIRLINES

In addition to the wide network of services operated by B.E.A. and foreign national airlines from London and many provincial centres to the Continent, a number of independent airlines offer additional possibilities. Their principal routes in 1963 will be as follows:

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*From Lydd to Calais, Ostend and Le Touquet.
*From Hurn (Bournemouth) to Cherbourg.
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** Coach connections to Biarritz and San Sebastian.*

Note: Some of these services operate during the summer only. There are, in addition, air links between some of the above departure points and other airports in the U.K. Please check with your travel agent or the airline.

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GOOD LIVING *By Ganymede*

A few weeks ago on this page, prompted by a particularly unfortunate experience, I criticised the standard of meals served in dining cars of British Railways. I concluded my remarks by the suggestion that those who run our dining cars should learn from the caterers of the big airlines, who do it so much better with much more restricted facilities. I based this suggestion on much past experience and memories of excellent meals beautifully served in the air on many occasions. Having just completed the journey to Mauritius and back by BOAC Comet, I have received fresh confirmation in my own mind. Comparison is almost impossible, for the standards set in catering by BOAC—and the other big airlines—are as far apart from British Railways as the course of the modern jetliner is above the earthbound railway train. If we consider the difference in the facilities and the space available on board the Comet with those on the train the respective offerings become nearly unbelievable.

It seems to me that the airlines' approach to the whole question of what the traveller expects is much more in keeping with the progress in recent years among members of the public. More people are taking an interest in what they eat and drink, as witness the greatly improved level of catering in the restaurants and hotels of this country. Unfortunately this progress seems to have escaped the notice of those responsible for catering in dining cars, although the same does not apply to the hotels and restaurants run by the same organisation.

Dinner in the first-class cabin of a BOAC Comet

Airline caterers on the other hand are clearly abreast or even ahead of what the passengers expect. There is no cooking possible in an aeroplane, and this apparent disability is turned to a considerable advantage. Methods of freezing complete pre-cooked meals and reconstituting them have been studied and perfected.

This makes it possible to do all preparation of meals under the best conditions by first-class chefs in a few well-equipped kitchen centres. Great care is taken to choose the dishes most suitable for such methods, and also to compose menus for well-balanced meals. The rest is the training of air stewards and stewardesses responsible for presenting and serving the food. I am sure the present high standards could not be maintained if it were a case of having to find a good enough chef for each individual aircraft!

On my recent trip we left London Airport in the early evening and dinner was served before arrival at the first stop, Rome. This was the typical menu: Cream of Chicken and Vegetable Soup or Consommé Yvette, Fillet of Dover Sole Meunière with Shrimps, Roast Loin of English Lamb—Mint Sauce, or Surrey Chicken Sauté Chasseur, Buttered Brussels Sprouts, Boulangère Potatoes, Tossed Green Salad with Vinaigrette or Roquefort dressing, Gâteau Majestic with Dairy Cream, English and Continental Cheeses—Cream Crackers, Fresh Fruits, Coffee—Dinner Mints.

For breakfast, which was served between Khartoum and Nairobi, we had Chilled Fruit Juices, Compôte of Fruit, Grilled Tomatoes with Button Mushrooms and Freshly Scrambled or Boiled Eggs. Needless to say all the other usual things, rolls, croissants, toast, Ryvita, butter, marmalade, tea or coffee, were there. A special word about the scrambled eggs, which so often are grainy from overcooking. They are freshly done slowly by the steward in the electric oven on board the aircraft, and were on this as on many other occasions deliciously soft and creamy.

Just one more menu to complete the example, lunch between Nairobi and Mauritius. (By then I had become so well fed that I was not able to do full justice to another copious meal.) Hors d'œuvre, including ham, asparagus tips, caviar, stuffed eggs, smoked salmon and shrimps; choice of two kinds of soup, Grilled Fillet Steak or Roast Duckling Montmorency, Salad, Fresh Kenya Strawberries and Cream, Cheese, Fruit, etc. A wide choice of wines with each meal, aperitifs and other drinks were freely available (in first class), and when in the mid-morning, after having travelled all night, I asked for what to me seemed the only sensible drink, a glass of champagne, it was served as a matter of course.

MOTORING

TAKING YOUR CAR ABROAD

Reminders and suggestions for a motoring holiday in Europe

By **COURTENAY EDWARDS**

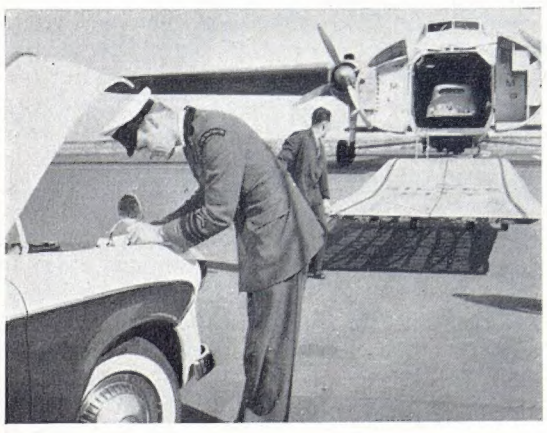
A motoring holiday abroad can mean many things. Once upon a time it was simply a case of driving down to Dover or Folkestone and having your car slung aboard a cross-Channel ferry boat. Today, in addition to the drive-on, drive-off, boat ferry facilities, the term embraces air ferry services which either just hop across the Channel or take your car deep into the Continent; and special rail services which take you and your car quickly and comfortably well on the way to your holiday destination to avoid hundreds of miles of uninteresting and tiring driving. You can hire a car at one of the Channel ports or in your holiday town. You can make yourself independent of hotels by taking a tent or using a caravan of either the towed or motorised variety (which can be hired in this country and, to a limited extent, on the other side of the Channel).

Whichever form of motoring holiday you decide on, there is plenty of detailed advice available from the motoring organisations, the leading travel agencies, British Railways (who operate most of the Channel boat ferries in conjunction with the French and Belgian operators), Townsend Ferries (the only independent boat ferry firm operating between England and France), British United Air Ferries (which own both Silver City and Channel Air Bridge), the London offices of the countries you wish to visit, and the big car hire firms.

I strongly advise readers to make their plans right away and to see to their car ferry bookings immediately. Having decided where you are going and how you are getting there, start making a list of the things you should take with you in addition to your personal wardrobe, passport, Customs form, driving licence, car registration book and international insurance card. High on my list I place a kit of spare parts for the car I am driving.

I also recommend that you take a spare petrol can, a tyre pressure gauge, a spare ignition key (secreted somewhere *outside* the car with the aid of insulating tape) and a tin of screen-cleaning liquid of the spray-gun type as sold by Holts. An adequate supply of maps and guide books is, to me, an essential feature of any motoring holiday. If you are visiting France, the Guide Michelin is a *sine qua non*. The same firm's separate guides to Italy, Spain and the Benelux countries are also invaluable, as are their French regional " Green Books."

The A.A. and the R.A.C. give a great deal of help to motorists travelling abroad. It is no longer essential to have a *carnet*, now that the threepenny Form 28C (Sale) satisfies the Customs authorities (except in certain countries in Eastern Europe, which require a form the R.A.C. will supply for 8s.), but members are offered good value by both the R.A.C. and the A.A. in their foreign touring service, which costs £3 10s. If you are going to Spain your British driving licence will not be enough; you will need an international driving permit, obtainable from the R.A.C. and A.A. for 10s. both by members and non-members alike.



Checking an A.A. member's documents before loading

The interior of the *Lord Warden*, showing the car deck

It is still a financial advantage, and a great convenience, to buy in Britain tourist petrol coupons for France and other countries which offer them. This reference to petrol prompts me to mention that Shell-Mex and BP extend an expert helping hand to motorists touring abroad. Shell will supply on request a free foreign touring folder containing, among other things, maps, conversion chart and six-language phrase book. BP offers for 5s. a touring kit which includes a 50-page handbook packed with useful information, a conversation guide in 12 languages, a conversion disc, children's travel logs and free insurance.

Don't forget, by the way, to insure your belongings against loss or theft. Insurance against illness has also proved a boon to many motorists. If you want to avoid booking your own Channel crossing and foreign hotels, the R.A.C. Travel Service (available to non-members) will do it for you in the programme of pre-planned car holidays described in their new 1963 booklet " Carefree Touring and Motoring Holidays." For instance: if you have 15 days to spare to go to the Côte d'Azur and have a party of three in the car, an inclusive fee of £46 15s. per person covers the Channel crossing by sea (it costs £50 10s. by air), the cost of demi-pension for five nights on the road and eight days' full board in Nice, Cannes or Menton.

Now for a few details about getting across the Channel under your own steam. . . . British Railways operate a number of separate services in conjunction with the French and Belgian Railways, the most popular being that on the short crossing between Dover and Boulogne for which the new *Maid of Kent* (190 cars) and the *Lord Warden* (120) are used. On these services it costs between £3 and £12 each way for the car, according to size, and £2 1s. each way for each adult. The independent Townsend Bros. Ferry operates between Dover and Calais (1½ hours), at corresponding fares, with the comfortable and well-equipped new *Free Enterprise*. They have announced big reductions in their July and August rates for towed caravans.

Both the Silver City services (mainly Lydd to Le Touquet, Calais and Ostend and also Hurn-Cherbourg) and those of Channel Air Bridge (Southend to Calais, Ostend, Rotterdam, Basle, Geneva and Strasbourg) are now operated by British United Air Ferries. They have increased the 1962 passenger fares by between two per cent. and eight per cent. and the car rates by between 15 per cent. and 20 per cent. Last year it cost between £3 10s. and £20 (according to size) to fly a car one way from Ferryfield Airport at Lydd to Le Touquet or Calais; and between £4 10s. and £26 from Hurn to Cherbourg. Single passenger fares on the shorter run were £3.

One-way car rates on the short-haul services from Southend ranged from £4 to £24 and return passenger fares on the Calais service were £6 8s. The " deep penetration " flights by four-engined Carvairs (five cars and 22 passengers) to Switzerland and Strasbourg cost between £7 and £26 10s. in each direction according to car size and destination. The return passenger fare to Geneva was £30.

In May Aer Lingus are starting Carvair services from Liverpool and Bristol to Dublin and from Bristol to Cork. The one-way car rate from Liverpool to Dublin will range from £9 to £19 10s. Skyways operate interesting and inexpensive coach-air services from London to Paris and other French cities. A motoring family intending to hire a car in France can go from London to Lympne by coach, fly to Beauvais and journey to Paris by coach in 5½ hours for £8 15s. per head return.

Here are two examples of the cost of foreign car hire quoted by Victor Britain Ltd. . . . To hire a Volkswagen in Geneva for seven days costs £9 2s. plus 4d. per kilometre with a minimum of 100 km. per day in the summer. If you wanted to hire a Simca 1000 at Boulogne for three weeks it would cost £45 3s., including 60 free kilometres per day (averaged out) and 4d. per kilometre in addition. These fees do not include petrol, but they cover maintenance, third-party insurance and accident cover in excess of an average of £35. Always check carefully on the insurance arrangements.

The French Railways system offers car-sleeper facilities from Boulogne to Lyons and Narbonne; Paris to Milan, Avignon, Narbonne, Biarritz and Toulouse; Calais to Lyss (near Berne in Switzerland); and Etaples (near Le Touquet) to Avignon and Narbonne. You sleep in varying degrees of comfort (according to what you are prepared to pay) on the train that carries your car and by taking you well on your way before you start driving it helps to make possible motoring holidays in such distant countries as Greece.

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Visit Bodnant with Shell

photographed in early June by Percy Hennell

Bodnant, Denbighshire

Like a setting for some fantastic Olympian opera, Bodnant is magnificently placed on a steep hillside high above the Conway river, facing an amazing panorama of far Welsh mountains. It was the late Lord Aberconway — for many years President of the Royal Horticultural Society — who planned this mixture of imposing formality and natural wildness, carving five great terraces down the hillside below the house. On one of these, a narrow canal stretches between a yew-winged, open-air stage and the Pin Mill, a delightful Gloucestershire garden house, once used for pin making, re-erected here to fine effect. Below these terraces, the terrain plunges to a small torrent, and brilliant rhododendrons and camellias grow below huge conifers. Astonishing views come and go as one walks the well-planned paths, and so many exotic trees and shrubs thrive in the mild climate that of Bodnant it has been written, 'an entire garden holiday could be spent there, a complete garden education obtained.'

Among the lady ferns (1 and 2) in the tiny corner of Bodnant shown here is a group of those small rhododendrons usually called azaleas, all from Japan, where they have been grown and bred for centuries. *Rhododendron obtusum amoenum* (3), introduced in 1850, was one of the first to be seen in this country. *R. mucronatum ripense* (4 and 5) is, like many azaleas, remarkable for its floriferousness. The other plants are among the earliest evergreen hybrids, called Kurumes, to be brought to the West — Shintoki-no-hagasane (6) with double blooms, the curiously named Hoo (7), large-flowered Sakura-tsukasa (8), and popular Hi-no-mayo (9) which came from the Emperor's garden in Tokyo. These plants thrive in acid soil, but not where lime is present.

Bodnant, owned by the National Trust, is two miles from Tal-y-Cafn, which is on A 496, four miles from Conway, and is open from April to October on Tuesdays, Wednesdays, Thursdays, Saturdays and Bank Holiday Mondays from 1.30 p.m. to 4.45 p.m.

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